CYCLE NEWS®

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David Bailey

Classroom to class act

Saddleback triple MX National, Ascot's two in a row TT, Tulsa Three-Day Qualifier and more!

AMERICA'S WEEKLY MOTORCYCLE NEWSPAPER

Hannah, Breker coast to Golden State Championships.

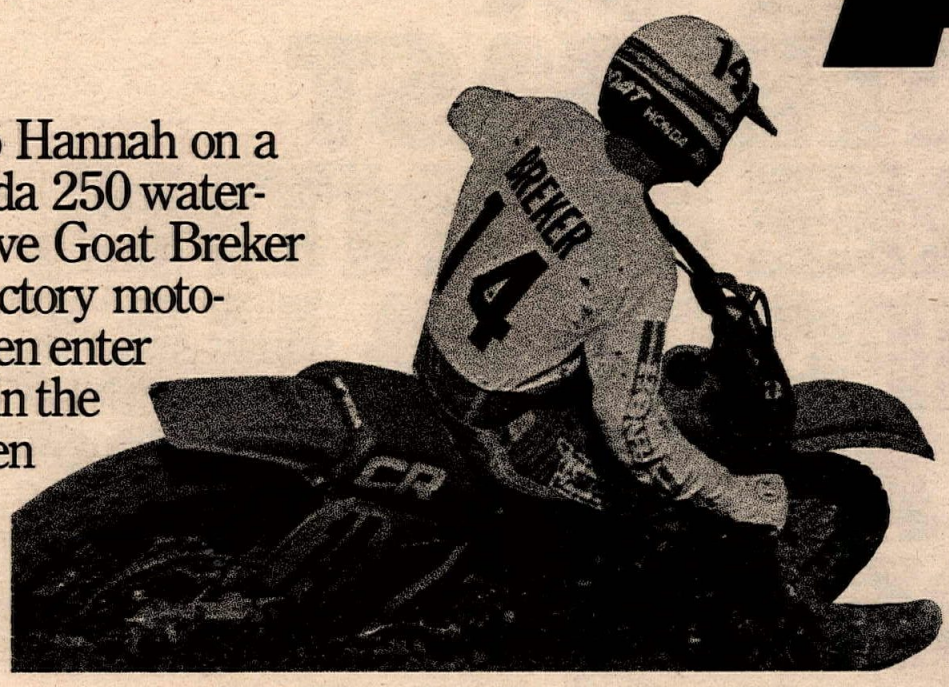
A HURRIC
AG

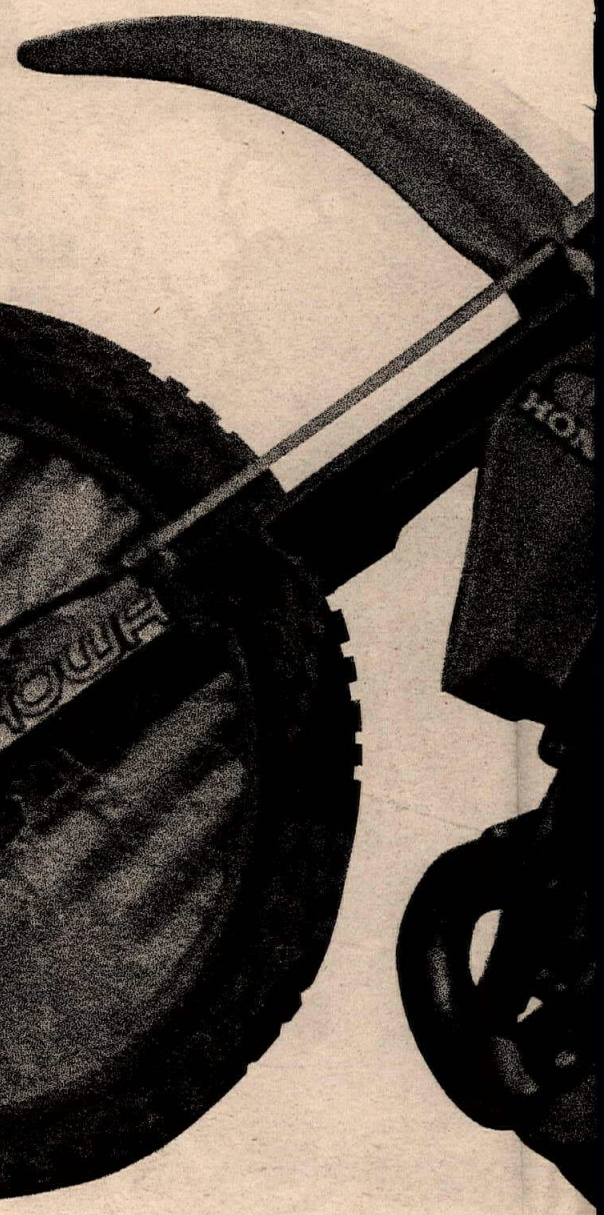
Put Bob Hannah on a works Honda 250 water-pumper. Give Goat Breker a 500 cc factory moto-crosser. Then enter them both in the CMC Golden State Series.

It spells disaster for the competition.

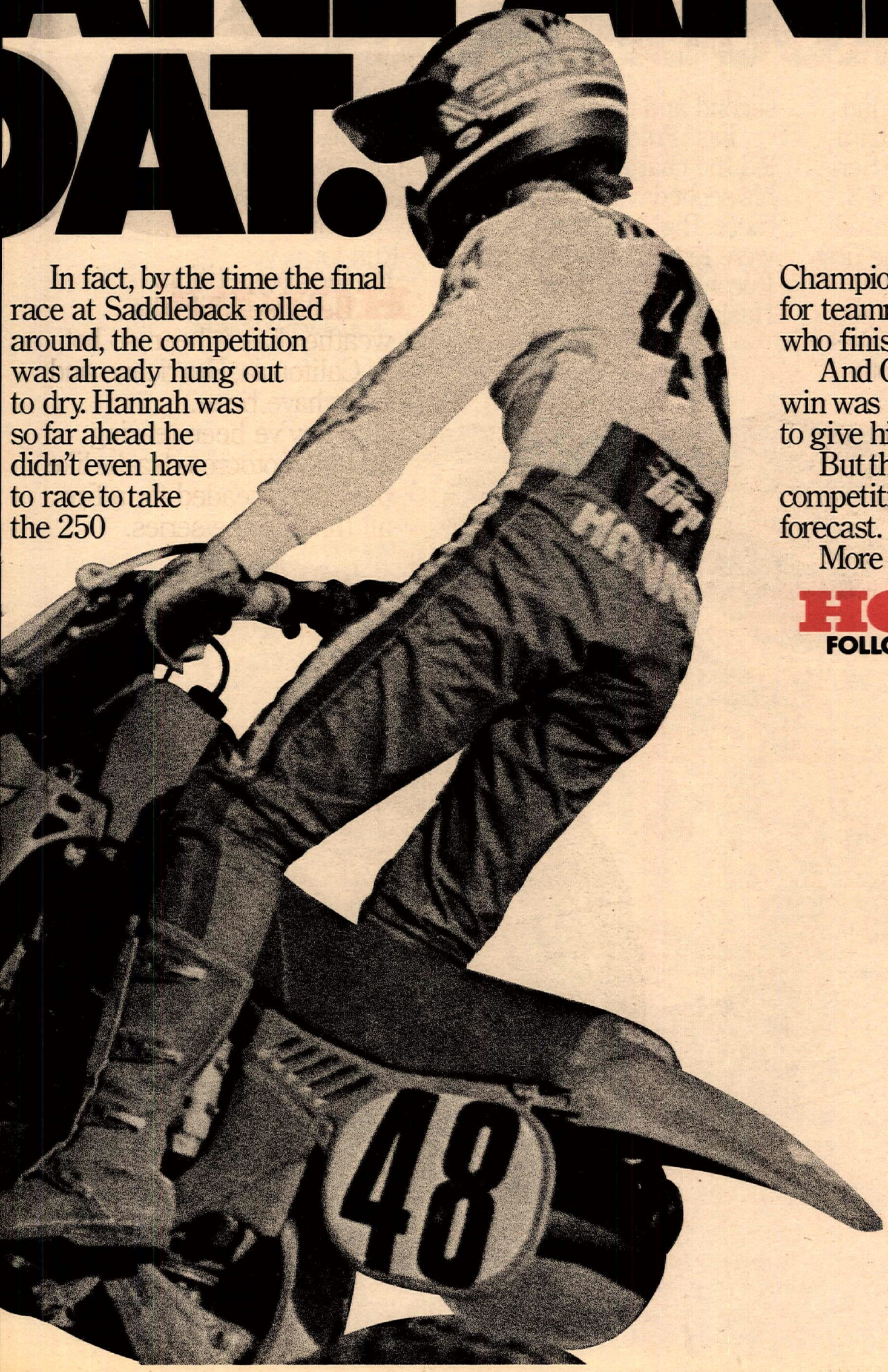
Because while the weather hasn't been so hot in California, Hurricane and Goat have been.

They've been tearing around motocross tracks like they were headed for a fire all through the series.





ANE AND OAT.



In fact, by the time the final race at Saddleback rolled around, the competition was already hung out to dry. Hannah was so far ahead he didn't even have to race to take the 250 Championship. Same goes for teammate David Bailey who finished second.

And Goat's second moto win was more than enough to give him the 500 cc title.

But the worst part for the competition is the national forecast.

More of the same.

HONDA
FOLLOW THE LEADER

Team Honda sweeps Le Mans GP Road Race.

MEANWHILE, TEAM HONDA STORMS THROUGH FRANCE.

In the second round of the 500 World Championship Road Race Series at Le Mans on April 3, Team Honda thundered across the finish line first, second and third.

Fast Freddie Spencer led the charge, registering his second win in as many races. Right behind him were teammates Marco Lucchinelli and Ron Haslam.

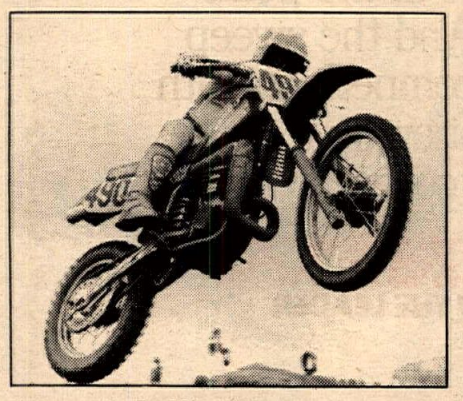
The win leaves Freddie in first place in the point standings. And the sweep leaves the competition with only one option.

Run for cover.

HONDA
FOLLOW THE LEADER

ALWAYS WEAR A HELMET AND EYE PROTECTION. © 1983 American Honda Motor Co., Inc.

(Continued from page 14)



(Above left) Micky Dymond was top Euro-bike in the 500cc class first moto. (Top left) Danny Chandler was on the way to a win, but a disqualification and a foot injury/crash put him out. (Above right) Johnny O'Mara, winner of the 125cc class, leads Ron Lechien (224) in their close first moto battle.

have any energy. It's a lot easier to work your way back than it is up. At the end I was working my way too far back. I hurt so bad that it didn't matter any more. I just forced myself to go. I needed to pass Larson."

Chandler and Breker had stretched leads on each other and Howerton by the end of lap one. Sinisalo Yamaha rider Greg Zitterkopf held down fourth over Honda Support rider Gary Dircks, Glover, Larson and Reid.

By lap three there were two turns separating the first three until Chandler pancaked in a slow turn on Webco Hill. Breker got close, but Chandler continued to lead. Glover passed Howerton on the same lap and did it in the turn following the finish flag. King moved to fifth on the third lap also.

A short distance into the fifth lap Chandler went down on the start hill section. Even though an ambulance was rushed, Magoo walked away with help and left under his own power, with the aid of crutches and ice.

Breker inherited the lead over Glover, King, Reid, Larson, Zitterkopf, Locey and Shoemaker. Quickly, however, Glover took the lead.

Breker said of the pass, "Glover was right on me and pressuring. I figured I'd reverse that. I let him by and then followed his lines and pressured him." Larson was clearing the terrace on the hill and flew past Howerton on the same lap. Locey and Martin continued to move up slowly but the top 10 stayed static for a few laps.

Suddenly, King, who was in a certain second overall position, failed to come around. His Suzuki had run out of gas, an occurrence team manager Pat Alexander said was unusual. In the late laps Reid had taken a fall somewhere and was riding sans visor in third. Howerton, who was feeling weak and commented that the only reason he did well was because, "I know how to do this," passed Larson and reeled in Reid.

Glover meanwhile, had not been completely clearing the uphill. He was clipping his rear wheel on the top on each lap. So, he had Breker right on his tailpipe on the hill each lap. Glover hit wrong, got out of shape and Breker blasted by as Glover tried to re-enter the berm. Glover went down for a scant few seconds, but it was enough and Breker took the win.

Howerton squirted around Reid in the turn before the hill, only to have Reid jump over him on the hill and take third again. However, the Rhinestone pooled his energy and set Reid up. He went wide on the last turn, pulled Reid slightly up the final hill and took the win by a tiny margin. Reid fell under the flag for fourth. Larson was fifth followed by Locey, Martin, Heiberger, Yamaha Support rider Peter Snorteland and Husqvarna's Andy Stacy. Stacy looked good in the first moto, but came around in last with tire tracks on his back.

125cc National

O'Mara led the first moto of the 125cc class from start to finish wtih Ron Lechien right behind. Except for a brief challenge from Lechien, the top two were set. Ward was in third, but Barnett passed him before the completion of the first lap. Yamaha pilot Mark Flesia ran fifth early, but DNF moto one. Behind him were Yamaha Support's Troy Blake and Rodney Smith and Honda rider Ted Brady.

Honda Support rider "Flyin' Brian" Myerscough (who worked as hard or harder for his eventual fifth overall than anyone), and Eric Kehoe and Chris Heisser, a Suzuki Support rider who's been very fast this year, infiltrated the top 10 before the moto's end.

Ward was the only rider trying to clear the uphill and he was coming close! In one early charge at Barnett, the former main Mini man almost jumped over, then on top of Barnett. When the crossed flag came out signaling the halfway mark, Ward got serious and charged. He passed Barnett and slowly left him. He closed up on the leaders until they were right together. Ward tried a pass on the uphill before the start hill, saying later, "I was just trying to pass Lechien and landed in the rocks. It was really slippery, I hit my chin on the cross-

Bob Hannah soars on his way to a devastating win in the 250cc class.

bar and it threw me off the track. It was do or die. I was going to get third anyway, so I thought I might as well try something." That mistake left Lechien and O'Mara safe. Myerscough was fifth behind Barnett and was followed by Blake after Kehoe dropped back, Heisser, Yamaha's Karl Jordan, A.J. Whiting and Rodney Smith.

In the second moto O'Mara added another perfect start to his list with Ward behind. Ward went up onto the bank after the second turn and Barnett squirted past. Ward almost hit him as he fell off the steep side and into third.

Behind them came Lechien, Heisser, Jordan, Blake, Brady, Tamm Racing's Jim Brodie, Kawasaki's Ron Preston and Whiting. It took Myerscough five laps just to break into the top 10.

By lap four Barnett, Ward and Lechien were nose to tail. Lechien dropped back on the next lap and cruised safely in fourth for the remainder of the moto. Myerscough, Yamaha Support riders Mike Beier and Whiting were still moving up steadily. Between laps five and six Myerscough moved from 12th to eighth.

Ward went by Barnett on a back downhill lap six and, though fourth, Barnett had a third of a two minutes and 50 seconds lap on Heisser in fifth. Myerscough passed Whiting for sixth on the next to last lap, Whiting was seventh, trailing a spread pack of Brady, Preston, and Flesia.

250cc National

The much anticipated battle in the 250cc class was limited to first lap dicing for the most part. The top seven riders finished with double moto placings identical to the first. Hannah, Johnson, Bailey, Suzuki's Scott Burnworth. Yamaha's Mike Bell, Kawasaki's Billy Liles and Suzuki Support rider Clint Hardick were the first seven in each moto and overall. Hannah, Johnson, Bailey and Burn-

(Above) Kent Howerton picked up second for the day and in the standings. (Top) Broc Glover (6) leads Goat Breker (14) and Phil Larson. (Above right) Jeff Ward was second and one mistake from a win.

worth led the first moto from start to finish with no change, even though there was spectacular and exciting riding. Yamaha Support rider Jim Holley was next ahead of Hardick.

Hardick and Liles displaced Holley on the first lap, and Bell did a lap later. Bell worked on catching Liles for the remainder of the moto for fifth. He caught him napping on the final lap and nipped him at the line by a hair. Canadian Champ Ross Pederson moved his Suzuki up behind Hardick and ahead of Yamaha rider John Whelchel and Honda Support rider Jeff Hicks.

Burnworth added spice to the second moto by matching Hannah's Honda pony for pony up the start hill and grabbing the holeshot. He held up Hannah for part of a lap, but the score sheets had Hannah leading every lap. Johnson, much to his chagrin, provided entertainment also. He came around in seventh and provided some good racing while moving up.

After the opening lap swapping the order read Hannah, Burnworth, Bailey, Johnson, Hicks, Bell, Kawasaki's Darren Rhoten, Pederson and Liles, who had lost his first lap fourth to a loop-out on the hill.

Johnson and Bailey battled on "Webco Hill" for part of a lap of close racing. Bailey was protecting his lines, but Johnson came out of the back section in the lead and Bailey followed a short time later, rearranging levers and such. Bailey was not pleased with the incident. "I don't feel like I did anything wrong to the guy," said Bailey after the race. "I don't feel like I was Joe Nice Guy to him, but I have a right to protect my line. He jacked around with me in the first moto, then took me down. He's on my c--p list."

Hannah disappeared to a 46-second lead at the finish and Bailey passed Burnworth about two laps from the end. After that the order read as before. Whelchel took eighth for eighth overall. Jim Tarantino's Honda Support bike was next. Pederson rounded the top 10. Overall Pederson was ninth and Tarantino 10th.

Despite the lack of long, close battles, the spectacular track, which deteriorated to a curious mixture of sand and rock-hard sections alternating with good traction sections, kept the estimated crowd of 12,000 happy.

Many of the riders were not so pleased. Johnson and Bailey both called positions that others would have been happy for, bad and frustrating days. O'Mara had spent 14 days, every day trying to get more power out of his Honda and was pleased with his ride and the development work.

Howerton came in sick, but hoping to remain in the top five and left with second and second in the 500cc standings. He was happy and ready to get healthy again. ●

Results

500: 1. Broc Glover (Yam) 1-2; 2. Kent Howerton (Kaw) 4-3; 3. Phil Larson (Hon) 3-4; 4. Tim Locey (Yam) 6-6; 5. Steve Martin (Hon) 8-7; 6.Verome Heiberger (Hon) 7-8; 7. Mike Shoemaker (Hon) 5-11; 8. Goat Breker (Hon) *-1; 9. Alan King (Suz) 2-*; 10. Warren Reid (Yam) 26-4; 11. Mike Tripes 13-13; 12. Pete Snorteland (Yam) 18-9; 13. Gary Dircks (Hon) 11-17; 14. Zoli Berenyi (Hon) 14-16; 15. Andy Stacy (Hus) 27-10; 16. John Finkeldey (KTM) 15-16; 17. Don Griewe (Hon) 10-25; 18. Larry Hooper (Hon) *-12; 19. David Gerig (Hus); 12-DNF; 20. Dan Conway (Hon) 20-15.

125: 1. Johnny O'Mara (Hon) 1-2; 2. Jeff Ward (Kaw) 3-1; 3. Ron Lechien (Yam) 2-4; 4. Mark Barnett (Suz) 4-3; 5. Brian Myerscough (Hon) 5-6; 6. Chris Heisser (Suz) 7-5; 7. A.J. Whiting (Yam) 9-7; 8. Ted Brady (Hon) 13-8; 9. Mike Preston (Kaw) 12-9; 10. Rod Smith (Yam) 10-14; 11. Roger Hensley (Yam) 15-12; 12. Troy Blake (Yam) 6-DNF; 13. Michael Crane (Kaw) 17-11; 14. Karl Jordan (Yam) 8-DNF; 15. Mark Flesia (Yam) DNF-10; 16. Mike Beier (Yam) 11-DNF; 17. Steven Burdette (Yam) 21-13; 18. Terry Hofoss (Yam) 18-16; 19. Erik Kehoe (Hon) 14-DNF; 20. Jeff Surwall (Yam) DNF-15.

250: 1. Bob Hannah (Hon) 1-1; 2. Rick Johnson (Yam) 2-2; 3. David Bailey (Hon) 3-3; 4. Scott Burnworth (Suz) 4-4; 5. Mike Bell (Yam) 5-5; 6. Billy Liles (Kaw) 6-6; 7. Clint Hardick (Suz) 7-7; 8. John Whelchel (Yam) 9-8; 9. Ross Pederson (Suz) 8-10; 10. Jim Tarantino (Hon) 11-9; 11. Jeff Hicks (Hon) 10-12; 12. Jim Holley (Yam) 15-11; 13. Dean Cates (Hon) 14-17; 14. Darren Rhoten (Kaw) 12-DNF; 15. Robert Buffaloe (Hon) DNF-13; 16. Kenny Keylon (Hon) 13-DNF; 17. Kevin Davis (KTM) 245-14; 18. David McClain (Hon) 15-15; 19. Tom Carson (Hon) 20-16; 22. Doug Jackson (Yam) 18-18.

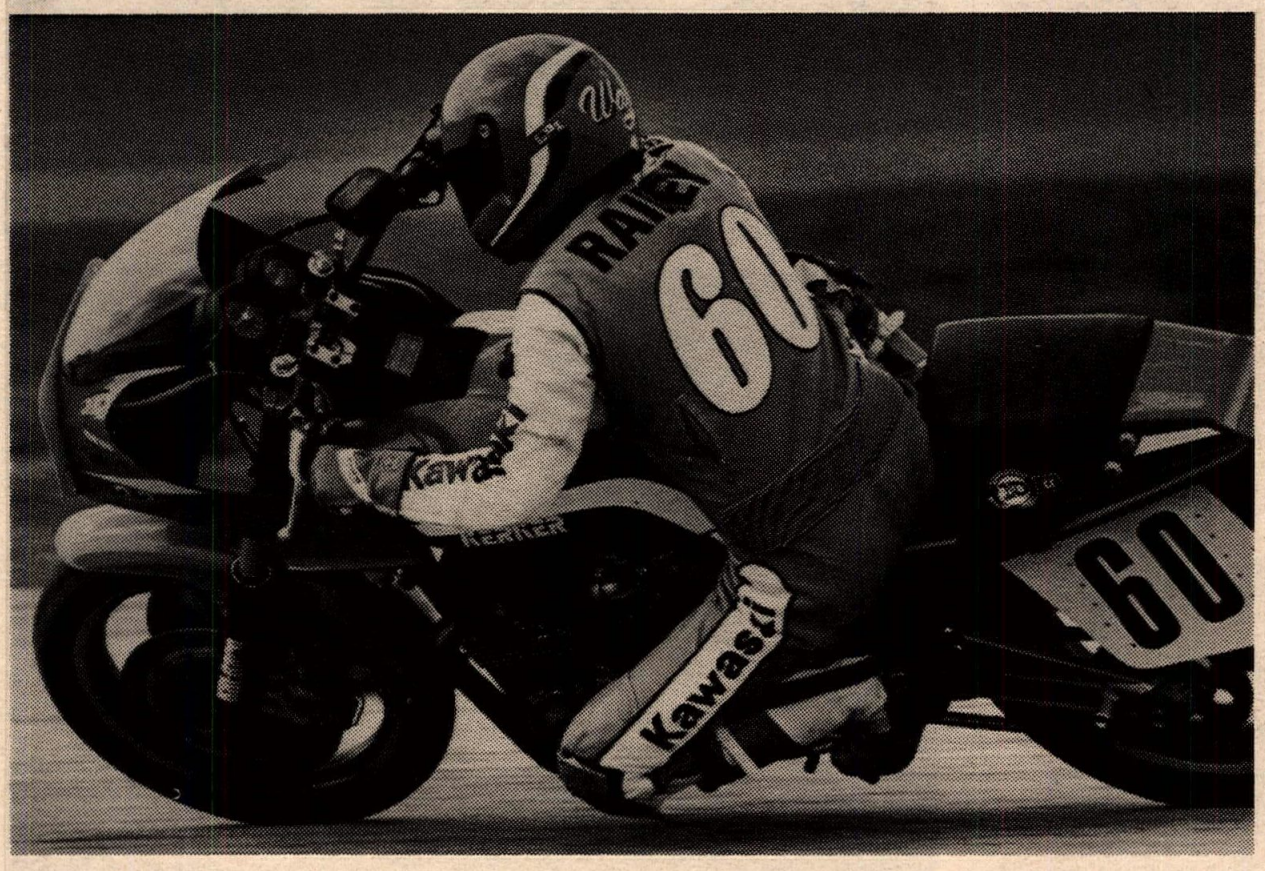
POINT STANDINGS:

125: 1. Jeff Ward (89); 2. Mark Barnett (88); 3. Johnny O'Mara (87); 4. Brian Myerscough (64); 5. Chris Heisser (59); 6. Ron Lechien (58); 7. A.J. Whiting (53); 8. Rodney Smith (46); 9. Mike Preston (34); 10. Rick Ryan (29).

250: 1. Bob Hannah (100); 2. Rick Johnson (86); 3. David Bailey (82); 4. Scott Burnworth (65); 5. Mike Bell (60); 6. Billy Liles (57); 7. Clint Hardick (55); 8. Jim Tarantino (45); 9. Jim Holley (41); 10. Kenny Keylon (35).

500: 1. Broc Glover (81); 2. Kent Howerton (78); 3. Goat Breker (63); 4. Alan King (58); 5. Steve Martin (57); 6. Jerome Heiberger (49); 7. Danny Chandler (47); 8. Warren Reid (45); 9. Tim Locey (37); 10. (TIE) John Finkeldey/Phil Larson (36).

BUDWEISER SUPERBIKE CUP



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8:30 AM	Gates Open
9-12 Noon	Practice
1-3 PM	Amateur and Superbike Qualifying Heats
3-5 PM	Amateur Finals

SUNDAY, APRIL 17

8:30 AM	Gates Open
10:30 AM	250cc Formula II Heats
11:30 AM	Amateur Open Production Final
1 PM	Bell Helmets Superbike 100 1st-Leg
2 PM	ND Spark Plugs Formula II Final
2:45 PM	Lockhart SuperStreet Final
3:30 PM	California Superbike School Challenge Cup (Pro Racers vs. Journalists)
4 PM	Bell Helmets Superbike 100 2nd-Leg

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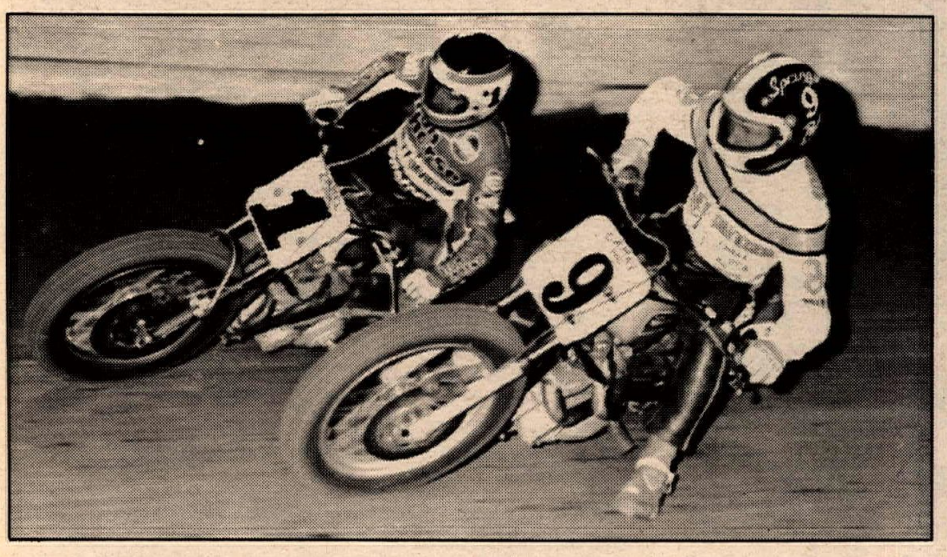
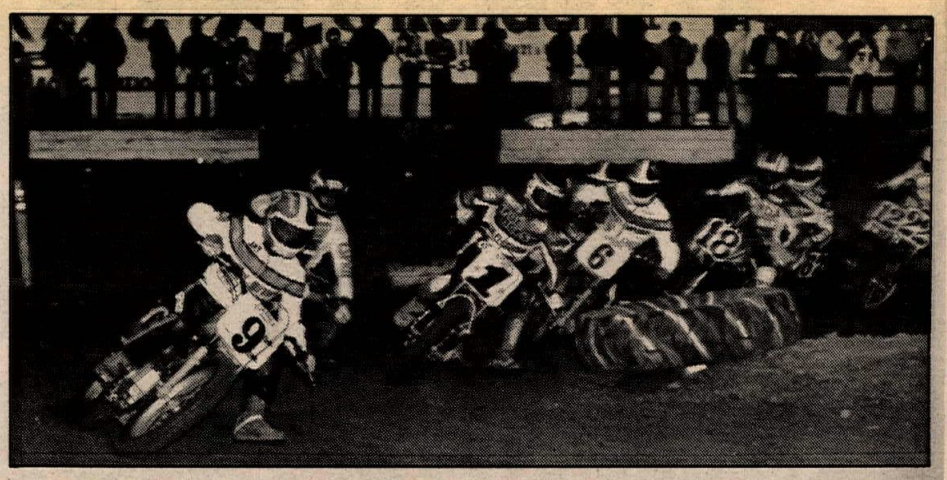




(Above left) Winner Alex Jorgensen flies his Can-Am over the Ascot jump. (Above) Jay Springsteen (9) took the early lead, but faded to seventh. (Below) After leading for much of the race, Steve Eklund ended up second. (Below left) Ricky Graham (1) and Springsteen dice on one of the course's eight turns. Graham came out ahead.

AMA Grand National Championship/ Camel Pro Series: Round 4

Jorgy charges to Ascot TT win

By David Edwards
Photos by Dan Mahony and Rex Wessels

GARDENA, CA, APR. 9

The Camel Pro Series picked up again after a two-month dirt track layoff and Alex Jorgensen picked up where he left off last season as he maneuvered his 500cc Can-Am thumper into winner's circle at the Ascot TT National for the second year in a row.

The 28-year-old Pioneer Trucking/Coors/Hi-Point/Megacycle Cams/Boss Frames/Storz-sponsored rider from northern California didn't have an easy night of it, however. Jorgensen had to overcome a disastrous last-place start in his heat race to finish second and transfer to the main. Then in the main, he was forced to work his way through traffic, slowly reeling in the leaders and going to the front on lap 18 of the 25-lap event.

"I've worked real hard for the last couple of months to get ready for this race and I guess it's paid off," an obviously pleased Jorgensen said after the race.

Following Jorgensen to the flag was another Can-Am, the Gardner/Red Line Oil/Esprit/Arai-sponsored machine of former Grand National Champion Steve Eklund. Eklund had the lead for 14 laps before succumbing to Jorgensen's steady pressure.

Defending Grand National Champion Ricky Graham filled the third spot on the victory rostrum, piloting his Iron Horse/Shoei/Castrol Harley-Davidson to a smooth, consistent finish.

Time Trials

During the first practice session the riders discovered that Ascot's famous jump had a bit too much takeoff angle. Bone-jarring landings and several near-crashes resulted as the riders were landing on the flat part of the track instead of the inclined landing area. Track officials did some quick manicuring with a grading machine, but the faster riders were still flying more than 50 feet off the jump.

The air time didn't seem to bother Jay Springsteen, though, as the three-time Grand National Champion charged his Harley-Davidson XR750 to the quickest time trial lap, 46.39 seconds.

Jorgensen proved he hasn't lost his feel for Ascot's tricky corners and posted a time just three tenths of a second behind Springsteen's booming Harley. Two more Can-Ams, a Yamaha, a Triumph, another two Harleys and a pair of Hondas took the rest of the top 10 positions after the time trials and it was difficult to tell which type of machine would have the advantage going into the heat races.

Heats

The first heat race was a Harley-Davidson benefit as Springsteen and fellow-factory rider Randy Goss, the 1980 Grand National Champion, cleared away from the rest of the field and waged a private battle to see who would take the win. Goss tried repeatedly to pass on the long front straight, but each time Springsteen had the moves to thwart the charge. At the checkers it was Springsteen by three bike lengths.

The race for third, the final transfer position, was interesting. Rookie Expert and local hero Pete Hames had the third spot but was getting a lot of pressure from Texan Bubba Shobert. Shobert was trying all kinds of lines to pass the young Hames and got out of shape more than once. His persistence finally paid off and he was able to get by on lap four, much to the chagrin of Hames' fans.

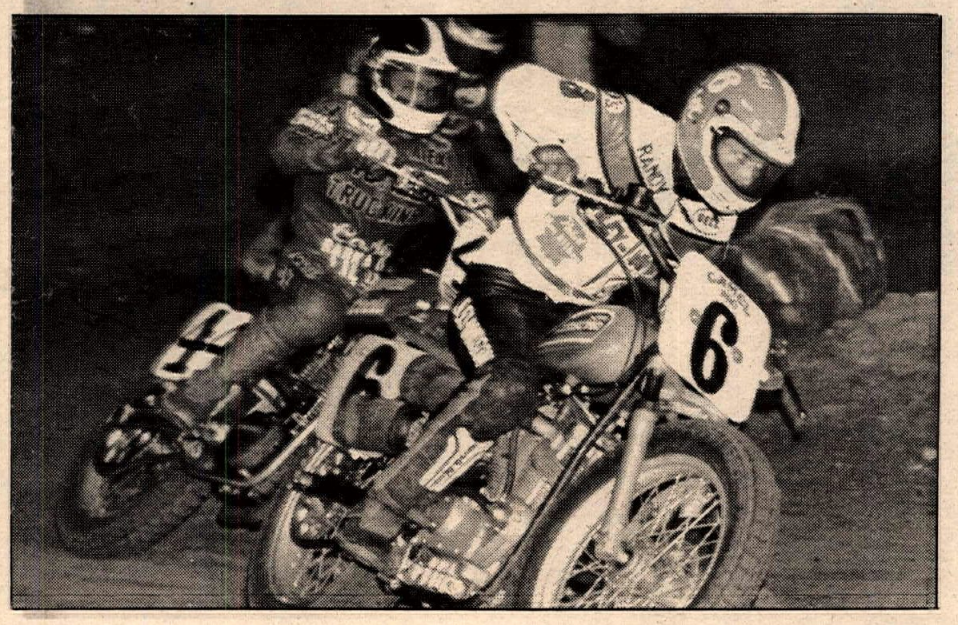
The second heat almost proved to be Jorgensen's undoing. Getting ready for the race, he discovered that his Can-Am had a broken clutch cable. Lacking the time to fit another, he wheeled the bike to the start line seconds before disqualification and hoped for the best.

"I had to keep it in neutral, rev it up and just cram it in gear," Jorgensen explained later. "I knew I was either going to flip it or kill it. I just had to take a chance."

At the flicker of the green light the pack was off, all except for Jorgensen, who was running along beside his bike trying to get the front wheel back to terra firma after a spectacular wheelie. Once he got things sorted out, Jorgensen was in last place and had quite a distance to go to catch the other 11 riders.

He began slicing through the backmarkers within a lap and by the halfway point was within sight of the leaders, each pass accompanied by a rousing cheer from the spectators. Lap nine saw Jorgensen securely in second place but still charging after leader Terry Poovey, who was riding one of Honda's new XL600-based, horizontal-shocked bikes. The Houston short track winner ran a very workman-like race until the last lap when he almost looped the motorcycle over the jump. The bobble let Jorgensen move up even closer, but at the end it was Poovey in front with a rapidly shrinking eight-bike-length lead over Jorgensen. Tim Mertens, after taking the early lead, dropped back to third, gaining the final transfer spot.

In the third heat race, it was Eklund and Graham squaring off from the start and battling it out. The National Champion kept his more-powerful,



(Top left) Jorgensen and Eklund celebrate in the winners circle. (Above) Mickey Fay aviates his new Honda 600cc TT bike. (Left) Jorgensen (44) bulls his way past Randy Goss' Harley.

but less-agile, V-twin out in front for the first half of the race, but was being hounded over the jump and in the tight corners by Eklund's more maneuverable single-cylinder machine. Eklund shot under Graham coming out of the infield section and opened up a three-bike-length lead that he kept to the finish.

Harley team rider Scott Parker recovered from a poor start, moving up from ninth, to follow Graham home in third position and transfer to the final.

Honda star Mickey Fay started the last heat race with a replay of Jorgensen's wheelie and when his front wheel finally came back to horizontal, he was at the rear of the pack. Undaunted, he set out to catch the top three, Keith Day, Brett Barkman and Richard Arnaiz. Turning fast lap times and using all the track, the Washington TT specialist methodically gained on the leaders until the last lap when he stuffed it under a surprised Arnaiz to take third. Day and Barkman preceded Fay in first and second.

Semis

Two riders would transfer to the main from each of the two semi-finals and the first semi turned out to be one of the evening's more exciting races.

Into the first turn it was crowd favorite Hames, with former Yamaha factory rider Jim Filice and veteran Rick Hocking hot on his tracks. Hames held off the two veterans for three laps before getting out of shape and allowing both to pass. Hames got things back together, though, and repassed Hocking in the infield to take second behind Filice and secure himself a starting position in the final.

Ted Boody and Steve Morehead were the big names in the second semi and at first it looked like an upset as northwest rider Frank Word took the holeshot followed by Arnaiz. With Morehead down after an infield tangle, it was up to Boody to defend the veterans' honor. He didn't disappoint and within seven laps, had his Yamaha 750 twin up front. Arnaiz came home second and also transferred to the main event.

Last Chance Qualifier

Hocking retired from racing in 1979 but came back this year, saying, "It's hard to keep away. I'm not going to do the full season; just hit the ones I'm good at." If that's true, then count on seeing Hocking at more TTs, because the four-time National winner grabbed the holeshot at the start of the Last Chance Qualifier and mixed it up pretty well with his younger challengers.

In some close action, Hocking was at times all the way back to fifth place before the race was red-flagged on lap six after Barry Pelkey highsided his Can-Am in the sweeping turn leading onto the front straight. Pelkey stayed down for a disturbingly long time and the ambulance was called in. Fortunately, it wasn't needed and Pelkey was able to get up under his own power.

The race was restarted in single file and this time Hocking left nothing to chance, coming from fourth to take the lead after one lap and holding on to take the last transfer into the final.

National

As the bikes were wheeled to the line for the start of the National, a quick rundown of the brands competing revealed Can-Am as the most common name, with eight machines lined up. Harley was represented by four motorcycles, Honda three and Yamaha two. The track, which started out fairly tacky, had slowly become slicker and slicker, making the big Harleys a handful in the corners and seemingly giving the lighter thumpers an advantage.

Handful or not, Springsteen guided his orange and black bike into the lead at the start of the final and attacked the course as if he were riding a motocrosser. Fresh off his road racing victory in Daytona's Battle of the Twins class, he was looking to erase his sizable Camel Pro Series points deficit.

Graham and then Goss powered by Eklund during the first two laps to make a 1-2-3 showing for the Milwaukee bikes. It didn't stay that way for long, though, as the 340-pound Harleys quickly tired their riders and allowed Eklund to take the lead on the fifth lap.

Powering up from a second row start, Jorgensen was making time on the leading four of Eklund, Goss, Springsteen and Graham. By the eighth lap, he had displaced a fading Springsteen to take third and within three laps caught and passed Goss to put his Harry Lillie-prepped bike into second. Eklund was still a comfortable distance ahead, but with 13 laps still to go, the crowd sensed that Jorgensen's pace would soon have him within striking distance of points leader Eklund.

Sure enough, within seven laps, he was on Eklund's fender and able to get by with little difficulty, passing in the tight corner leading out of the infield. Once past, it was smooth sailing for Jorgensen.

"I just wanted to catch Eklund," Jorgensen said of his race strategy. "When he started to disappear, I got a little worried, but I could feel myself slowly catching him. That gave me confidence; gave me something to charge for.

"Once I got a little lead on the guys behind me, I didn't have to worry about them passing me and I could go up wide in the turns. I don't even remember where I passed Steve, I was just worried about winning."

Eklund seemed satisfied with his second place finish as it increased his lead in the series to 11 points. "The pace I set was about the best I could do," Eklund said afterwards. "Either Jorgy's bike was working a little better or I was a little more tired. The track was getting slick towards the end and I was gradually losing traction. I just didn't want to pressure myself and fall down. I wanted first, but I'm happy with second."

Graham looked a little winded after wrestling his way into third. "I just tried to keep it on two wheels and ride consistently," he said. "The track got real hard and slick. Coming into corners, the front wheel kept locking up and the bike was trying to slide out, so I tried to be real smooth."

"There was really no way to keep up with Steve and Alex," Graham said when asked about the pace he set. "After a few laps, they were pretty much history." ●

Results

NATIONAL: 1. Alex Jorgensen (C-A); 2. Steve Eklund (C-A); 3. Ricky Graham (H-D); 4. Randy Goss (H-D); 5. Mickey Fay (Hon); 6. Bubba Shobert (H-D); 7. Jay Springsteen (H-D); 8. Scott Parker (H-D); 9. Ted Boody (Yam); 10. Richard Arnaiz (C-A); 11. Terry Poovey (Hon); 12. Pete Hames (C-A); 13. Keith Day (C-A); 14. Jim Filice (Yam); 15. Brett Barkman (C-A); 16. Tim Mertens (Hon); 17. Rick Hocking (C-A).

AMA GRAND NATIONAL CHAMPIONSHIP/CAMEL PRO SERIES POINT STANDINGS: 1. Steve Eklund (45); 2. (TIE) Randy Goss/Alex Jorgensen (34); 4. Ricky Graham (30); 5. Mickey Fay (28); 6. Bubba Shobert (27); 7. Terry Poovey (26); 8. Eddie Lawson (25); 9. Kenny Roberts (20); 10. Ronnie Jones (19); 11. (TIE) Scott Pearson/Ted Boody (16); 13. Steve Wise (14); 14. Randy Green (13); 15. Scott Parker (12); 16. Steve Gervais (11); 17. David Aldana (10); 18. Kurt Lentz (9); 19. (TIE) Hap Eaton/Jay Springsteen (8).

(Above) Overall winner Ed Lojak gets ready to start day one. By the end of the third day, Lojak had a two-second win. (Top right) Terry Cunningham took second overall, first 500cc Intent. (Above right) Jack Penton's Cagiva effort was sidelined by a broken pipe.

AMA ISDE Qualifier Series: Round 2

Lojak squeaks by Cunningham at Tulsa Three-Day

By Merle Acord

TULSA, OK, APR. 2-4

Ed Lojak, with a win at the previous week's series opener in Tennessee, continued his winning ways by making up 14 points (seconds) over Terry Cunningham's Husky

430 Automatic on the rainy-but-abbreviated third day and claimed the Tulsa Trail Riders M.C. Three-Day overall win. "I knew it was going to be real close when they told me T.C. and I had the same time for the grass track, but I didn't think it would be within two seconds," said Husky's 250cc classer Lojak, who topped Cunningham, 3152-3154 for the overall.

Frank Stacy (3241) and Mark Hyde (3251) locked up the next two positions before Jeff Fredette on a 200 Kawasaki broke the Husky string.

To train the riders for the rigors of Six Days competition, the Tulsa qualifier was run as a three-day event with the Tulsa Trail Riders awarding gold, silver, bronze and overall trophies. But the AMA scored the event as three separate qualifiers with some special rules. The rule getting the most attention: Riders who DNF, for whatever reason, if they could get their machine to the impound area within one hour of the time the last check they went through closed, could ride again the following day. There was considerable pro and con discussion, but AMA Amateur Activities Director Hugh Flemming was on hand to adminster and interprete the rule.

Husky team manager Dick Burleson said, "There's some real good reasons for letting the riders re-impound, and most of them center

Yamaha would like to present the opposition's point of view.

Namely, the view of Warren Reid at Saddleback, shown above. It was about all anybody saw of Warren as he took the Open Pro class in the last round of the Golden State Series.

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(Top left) Frank Stacy charged to third overall, second 250cc Intent. (Above) Larry Roeseler slid to fourth, and second 500cc Intent. (Top right) Mark Hyde won the 125cc Intent class.

around the cost or riding the qualifiers. But I'm not to sure, regardless of the cost, that it's a good idea. A rider can't drop out of the Six Days and get back in. We might be teachig these guys the wrong thing. Really what it boils down to is, if you're going to have tough Six Days, you've got to have tough qualifiers."

The Tulsa club had their experience and trail savvy tested (this is their fourth qualifier) and were equal to the task when week-long rains turned the special test grass track into a quagmire and wind gusts over 50 mph Friday night made it necessary to replace most of the course arrows over the three loops that totalled 137 miles.

Day one

Day one dawned clear and windy but the water damage to the trails had already been done. To save the special test grass track, the early morning test was cut along with eight miles of the loop that crossed Turkey Creek. Events chairman Randy Rals, along with trailmaster Paul Rodden put the run on the B schedule and conditions never improved to the point that they could move to the A schedule.

Mark "Possum" Hyde, riding on the seventh minute, turned second best time through the 1.8-mile special test grass track, that would deteriorate badly as the day wore on, then charged his nimble 125 Husky through the MX coures just five seconds off Cunningham's blistering top MX score of 142 seconds. That, plus being free of any course marks, gave Mark the best score of the day. "If they would just end this thing today," said a smiling Hyde, "I would have my first three-day best score."

Jack Penton took advantage of the reimpounding rule when his water-cooled 125 Cagiva chewed up a tire on the infamous Oklahoma rocks. Jack said, "This will be a good test for this machine, but I don't have any parts if I should break something." Penton broke his expansion chamber on day two.

Gary Johnston, a little known KTM rider out of Laurel, Miss., turned in the best score in the 250cc Intent class with a total of 749.

Jeff Fredete had the best time through the grass track with a time of 587 but then fell on the MX test for a 157 and an 804 total. (Fredette also dropped a course mark for 60 points after changing two flat tires. "I can't believe these rocks. I hope I have enough tires and tubes," he said.)

Barry Higgins of H&H Maico had a problem with the rocks. He caught his left foot in one, severely twisted his knee and had to drop out. Fritz Kadlec, who finished sixth with 766 on a 250 Kawasaki said, "I've got to do good in these three days. I just can't afford to travel that much this year."

John Fero, who was free of any route marks but 151 seconds behind Lojak and Johnston, slid out several times during the MX test and wound up talking to himself, "I seem to lose my concentration. I've tried talking to myself and some of the language is pretty strong. I know it's mental but I've got to do better in the special tests. I don't have any trouble with the trail riding."

Cunningham headed up the 250-500cc Intent class with a total score of 744 plus the best score of the day on the MX test. He was being kidded by teammate Larry Roeseler, who had finished second with 785, about his wide-open style that usually had at least one foot off the peg. Cunningham said, "Show me one place where it says I have to have my feet on the pegs."

Roeseler picked up 10 penalty points when his Husky took six minutes of priming, kicking and a new spark plug before it came to life. Stephen Bartley on a 250 Yamaha and Roeseler were the only two to pick up penalty points on day one for late starts.

Drew Smith has found a real friend with his XR500 Honda. Drew was the only one in the Over 500cc Four-Stroke class without route marks.

Day two

Day two's weather would be the best of all three days. At 8 a.m. the temperature was in the high 40s with no wind. The B schedule was again run with 94 of the original 169 starters making it to the line. And there was a flurry of activity in the impound work area as the Oklahoma sand, mud and rocks extracted a heavy toll in chains, sprockets and tires.

Cunningham turned in the best score (1144) on the second day without any problems. Roeseler didn't collect any penalty points at the start but was still 47 seconds back in second place when the day was over. Mike Melton was third with 1197. Ray Cosgrove was having problems keeping his Maico's rear axle aligned and lost his chain twice, picking up a route marker and dropping off gold.

Bruce Ogilivie, riding a box-stock

Honda off a showroom floor (they didn't even have time to change fork oil), was having problems with things wearing out. Bruce opted to ride to finish and used the remaining time in his hour to replace front and rear brakes, both sprockets and the chain.

Kevin LaVoie related a wet tale concerning his day two DNF (he reimpounded and rode day three). "I was riding along a rerouted section parallel to Turkey Creek that was too swollen to cross. I got cross-threaded on the trail and ended up with my 430 Husky sliding down a 10-foot bank into the water. Only the tip of the throttle grip was sticking out and I panicked. I had to save my bike. So I jumped in after it and the water came all the way up to my armpits. And cold...But I warmed up — you try throwing a 430 Husky up a 10-foot bank standing in water up to your armpits!"

Lojak took top honors in the 250cc class, posting a 1158 score, 32 seconds ahead of Stacy. Fredette had another flat tire and picked up a route marker but was still third best score with 1222.

Smith was still the only rider in the Over 500cc Four-Stroke ranks free of route markers.

Hyde's little 125 Husky was given a new countershaft sprocket and chain and it never missed a beat, turning in the best class score (1199). Keith Moore was down 76 points for second.

Day three

The weather turned bad, with misting rain all night and the temperature in the high 30s at 8:01 a.m. There were 80-some bikes in the impound but only 62 made the start and of those, only 56 finished despite the club running only the 60.1-mile red loop. Those who finished dropped few route points and that put score results on the two special tests, mainly the five-lap, eight-rider MX.

Lojak and Kadlec diced briefly for two laps before Kadlec fell and destroyed his rear brake. Lojak continued to stretch his lead, finishing with the best score of the day.

In his heat, Cunningham was third off the line in the dead-engine start behind Ron Riblozi and Stacy. Ribolzi was in the lead but couldn't put any space between himself and Stacy and on the white flag lap he slid out, letting Stacy by. Cunningham followed Ribolzi across the line.

"It was a tough run," said Stacy from the back of his Dunlop truck, "But I did what I wanted to do: I had three good rides and I finished the three days."

Smith, with three best of class scores, was a tired but happy rider who had this to say about the three days, "They're going to have to do something pretty weird to make a qualifier tougher than this one." •

Results

101-125 INTENT
GOLD: 1. Mark Hyde (Hus) 3251.
SILVER: None.
BRONZE: 1. Dan Dillon (KTM) 6863; 2. David Riant (KTM) 9278; 3. Dan Sinkoff (KTM) 10,240; 4. Vergle Young Jr. (Hus) 12,181; 5. Rich Rulau (Hus) 12,411.
126-250 INTENT
GOLD: 1. Ed Lojak (Hus) 3152; 2. Frank Stacy (Hus) 3241; 3. Jeff Fredette (Kaw) 3271; 4. Ron Ribolzi (Hus) 3332; 5. Vic Ely (Yam) 3418.
SILVER: 1. Jeff Russell (Hus) 3511; 2. Dregan Weider (KTM) 3571; 3. Ray Mungenast 3571; 4. John Blythe (Hus) 3604; 5. Kevin Brown (Hus) 3628; 6. Chuck Cooper (KTM) 3630; 7. John Fero (Mai) 3660; 8. Alan Randt (Hus) 3696; 9. Scott Ely (Yam) 3720.
BRONZE: 1. Matt Cullins (Mai) 4911; 2. Jerry Holasek (Hus) 5990; 3. Dan Habuda (Kaw) 6308; 4. John Meyer 6936; 5. William Perkins (Yam) 7527; 6. John Vest (KTM) 8262; 7. George Burch (Hus) 7153; 7. Bill Harding (Kaw) 8514; 8. Leo Anderson (Hus) 8870; 9.Keith Kibort (Hus).
251-500 INTENT
GOLD: 1. Terry Cunningham (Hus) 3154; 2. Larry Roeseler (Hus) 3281.
SILVER: 1. Wally Wilson (Hus) 3522; 2. Ray Cosgrove (Mai) 3792.
BRONZE: 1. Joe Lojak (Hus) 7668; 2. Bruce Ogilvie (Hon) 9683.
OVER 500 FOUR—STROKE INTENT
GOLD: 1. Drew Smith (Hon) 3837.
SILVER: None.
BRONZE: 1. Vernon Pacholke (Hon) 8921; 2. Zack Elkins (KTM) 9495.

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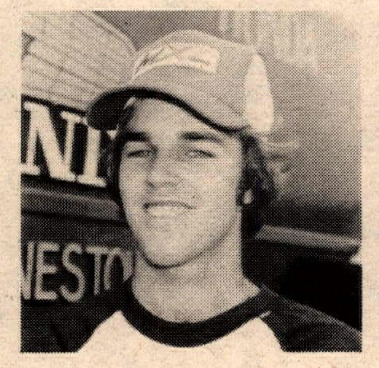

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DAVID BAILEY

Going to the head of the class

By Karel Kramer

What's it like to be a newly-risen motocross star? Then still have a father nearly as famous as you are anyway? To share a class and team with the quintessential motohero? David Bailey knows and the answers may surprise you.

"Gary's son" became nationally-known when he won the AMA Amateur MX National Championship while nearing the end of a 1973 to '79 family-like association with the thumbs-up people, Bultaco. After that high point, Bailey's Bultacos became a liability. They told him not to feel bad if he had to switch, but he stayed until the bike was so slow and unreliable, in comparison to the newer machines, that it was difficult to muster finishes good enough to attract another ride.

David's mother Darleen suggested a call to ex-Bultaco employee Ray Brumbcloe, who worked for Kawasaki in Atlanta. David and dad made the move to Kawasaki at a time when the lime-replica racers were at the motocross forefront with their new Uni-Track suspension.

From there things have gone up in plateaus for this likable young man from Axton, Va. His initial rides with Honda were marked with promise and injuries. He fought back from these injuries to become a serious, read healthy, threat at the end of '82.

His second year with Honda started well. He was fast, smooth and tenacious about showing new teammate Bob Hannah that this was not 1978. He might win, but he was going to have to work for it.

The thrill of his previous fall's ride on the World Championship American des Nations team was joined by another — standing on the Anaheim Stadium victory rostrum, with Johnny O'Mara, and Broc Glover, as the winner.

"When I first rode the Kawasaki I rode really well; it was the best I had done in the last couple of years, and I continued to do a little bit better all year long. I got on that bike and went through the gears in a field and loved it. At the end of the year I won the Trans-USA Support class, but the whole time I was with Kawasaki I was on the verge of being a factory rider. I always had a few things that were "works" on my bike. I was juggling around works shocks and stuff, but I didn't have the experience. I wish I knew then what I know now, because I would have just stayed with the stock bike and not fooled around trying to make it better.

"They offered me the works bike a couple of times, but I was having more trouble than gains. I would ride the stocker all week, then jump on the factory bike to race. I wasn't comfortable and some things broke because I was getting hand-me-down parts. It was my own fault for choosing to ride with it. People don't know it, but, with the contracts I had with Bultaco and Goodyear, I took a cut in money to ride Kawasakis."

Kawasaki was not interested in expanding their team, but an old racing friend and racing foe of Gary Bailey — Roger DeCoster — was interested. David signed a Honda contract at the Houston round of the Trans-USA. That was the start of the first big plateau.

"You can't make it on riding ability alone. You have to have a little luck — I think that you make your own —and you have to have a bike. As soon as I signed with Honda, it was apparent that they had a lot more desire to put in what they needed to put in to win races. It's visible to anyone at the races that Honda is *the* effort. Honda has made a big turn; I got in at the right time. Their bikes are the best this year and they were last year. That's made the most difference in my riding."

Injuries were his constant companion that first year. He broke his hand before the season and lost the Winter-AMA Series title as a result. A broken foot was next before Anaheim. He got feeling good again and broke the bones in his lower leg. It was painful and prevented him from training, yet he came back at Lake Whitney and soon finished in the top three for five races in a row.

"That was my third injury in a row, and on the alternate suicide list I was near the top. Honda's trainer Jeff Spencer and my parents kept me from really getting depressed. It made me train harder, at least, everything I could train besides my leg. I'm glad in a way that I did break it. I got to sit out and think about racing and how badly I wanted to win. I learned to deal with problems and not get bummed out. I was for a few days, but after that I just learned to get out there and get hungry."

Being a co-World Champion is given credit by Bailey for some of his late '82 motivation.

"I got the phone call for the Trophee motocrosses because Donnie Hansen had just crashed and they realized he wasn't going to be ready for the first race. Dave Arnold called me up and said to get over there right then. I got a flight an hour later.

"When I was on the plane I had no idea that Donnie was hurt that badly. I just thought that he broke his hand or something; I didn't even know if I would be riding or if he would be all right by the time I got there.

"I got there and I was really bummed to find out how serious he was. They wouldn't even let anyone see him. Johnny and I stayed in the same room, and I think the neatest thing that happened while I was over there was when Lisa called and said that Donnie woke up. Johnny told me and I was so happy I couldn't believe it. He yelled, 'Damn, Hansen woke up!,' and went out on the balcony screaming at one in the morning. It was great news and it made everyone feel good.

"The race was an experience. I don't care what anyone says about the Europeans, about them being slow, those guys were good. Really good! It was good for me to be exposed to that and to be able to travel like that. I got an eighth, a sixth, a fourth and a second, better each time. And, of course, when we won it was a great feeling. I think it helped me to come back and ride better in the Trans-Cal Series. I hope I get to go this year. Hopefully, if I keep riding like I do, I'll get picked. It depends on whether they take one guy from each company; if they do, they'll probably take Hannah."

Hannah is a person that is very much on Bailey's mind. He was a hero for him as a younger rider. He says that the biggest thing that he has learned from watching him is that he always tries. He was a help and motivation to him before his Amateur Championship.

"A long time ago, down in Florida, Hannah was running a couple of races and he saw me crash. He came over later and said, 'Hey, don't ever give up. If this is what you want to do, just keep trying. Just give 100% and you'll get it back, I've used that. One of the times it came in handy was at the Amateur Championships. At the last race I fell in the second turn. I got up and straightened the levers and stuff and took off about 20 seconds in last. I told myself that I wasn't going to give up, I was going to try. I didn't work all year to come down, fall and give up. I said, 'I'm gonna' win this thing.' I did by a lot."

David still respects Bob, but now he is involved in learning his strengths and Hannah's weaknesses. He doesn't think he'll have to wait till Hannah retires to see the checkered flag first.

"My guess is that Hannah has a style that can't be improved on. The only way that I think that he can go faster is to go more wide-open and more out of control, so to speak. The thing that keeps him on two wheels is his incredible balance and the ability to make his mind up in a millisecond. When he goes into a turn and there are 10 guys piled up with no way through, he gets through, somehow. If he has to run beside his bike, he gets through and doesn't lose time. He's so good at that. I think it comes from riding in the desert since he was a kid and having to make decisions quickly. He really feels like he has to prove something. He wants to walk out of this sport a hero, the greatest rider that ever lived."

Bailey speaks realistically of his own strengths. He is a thinking rider. He gives much of the credit for that to his father.

"My dad has trained me vo think for myself and figure out and analyze things. The biggest thing that is hurting me right now is that I'm too conservative. I don't hang it out like Hannah and (Ricky) Johnson. The only good thing about that, is that I'll last longer than some of the guys. My career has been really steady. Every now and then it goes up. I don't think I will be able to take another leap like the one between last fall and this spring until about three-quarters of the way through this year.

"But because of my style, my ability to understand the motorcycle and how it works, how I work, how other riders work and the ability to adapt new things into my style will help me. I don't think anyone concentrates and thinks about that as much as I do. They think about holding it wide open more, or training harder. That's important, but learning how to ride a motorcycle well is important. I don't think there is an end to learning. It's a never-ending game, and I think that I'm learning faster than anybody out there right now. My guess, and my goal, is that I'll be able to run away with races and still be smooth and conservative. It is hard to imagine, but I can visualize it."

Since he really does study the competition, David knows that Hannah will be no pushover. He thinks that he has his work cut out since Hannah seems to rise to the occasion and

deliver more speed at will.

"Bob does have an excellent ability to pull out the stops that are necessary. I think the most impressive thing I ever saw him do was at the Burnt Hickory track when he and Marty Smith were battling down to the wire in the 500cc class.

"He fell in the first turn and got up, but the clutch lever was just hanging down. He grabbed it and held it in his hand for the whole moto like it was part of the grip. After taking off in dead last, he won the moto. I've never seen anybody ride so much faster than anyone else. The guy did so many handstands, just out of control, and saved it so many times it was like you could feel what he was feeling as he rode the track. Maybe that is why he is so popular. That and he is exciting to watch. He always puts on a show. It doesn't matter whether he's in first or second or last, the guy tries."

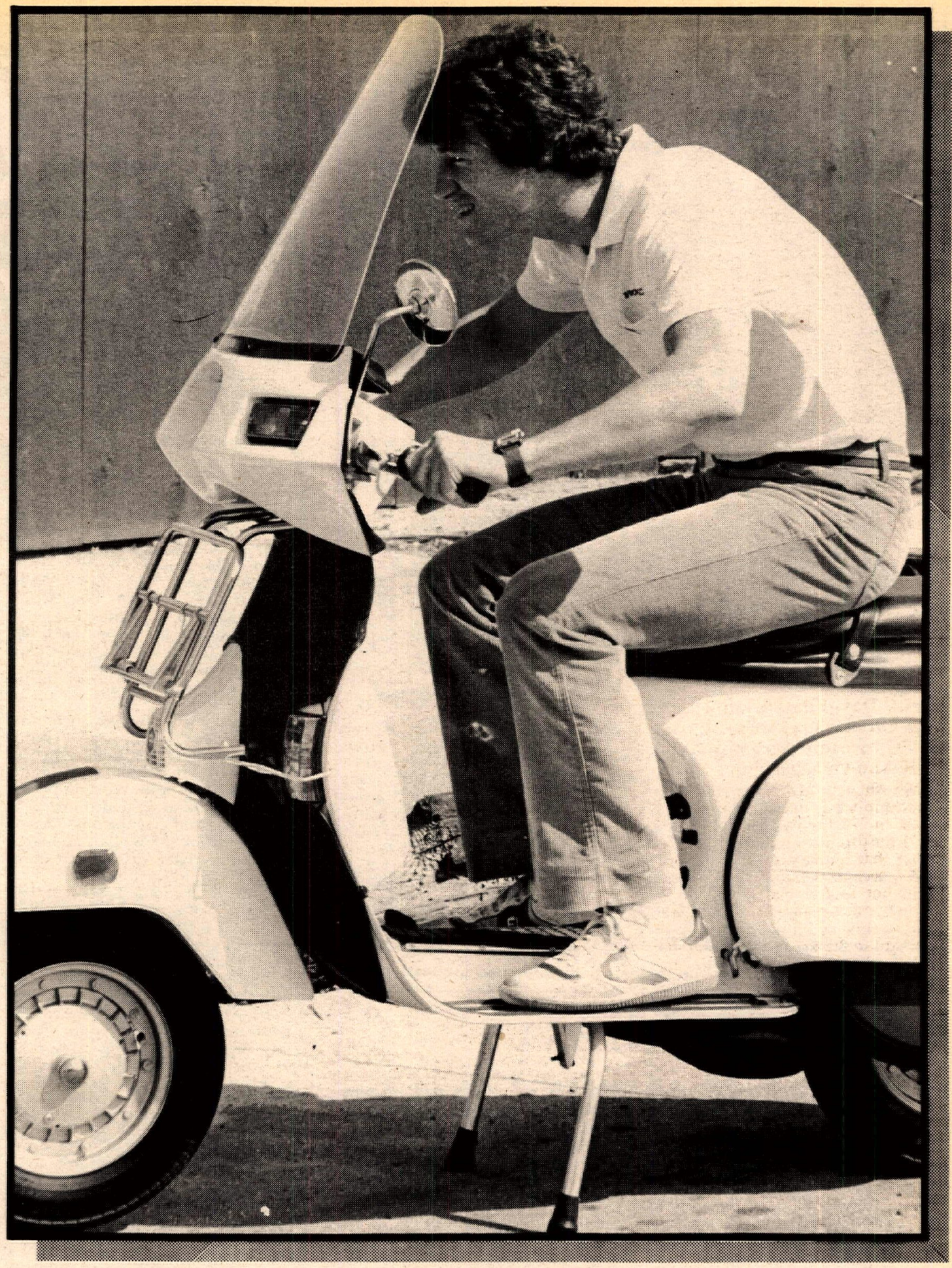
Bailey sees the threshold he stands at now as similar to others, he has faced, even though the competition is much higher now.

"When I first turned Pro I lost my confidence. I'd line up at the line in a place that I didn't think that I would get in a first turn crash, because I knew I wasn't going to get the holeshot. That was stupid, because I'd end up in it anyway. I knew I was, so I'd look for it then magnetize myself right into it. I'd go to the line and count the guys I knew were faster than me so I could see about what place I'd get. That was the hardest time because I'd break, twist and sprain stuff, the bike would give up and I'd get in crashes all the time. I just decided, 'hey, I like motocross too much to give up here.' Then I was trying to make up seconds. That was easy. Making up 100ths of a second at this level is harder than seconds were. Now it's gotten to where if you miss a day of training or eat something stupid, it makes a difference whether you win or lose."

David Bailey is a genuine and friendly person. He has a ready smile, and claims that he tries to treat the people who sponsor him the way he wants to be treated. His concerns now are for the friendship and what he hopes is mutual respect he and Bob share can continue in light of the competition that is bound to arise between them this year.

"I think Bob is going to win a few more races. He'll be right in the top because opportunity always goes to the person who puts in 100%. Besides, he has already had his share of bad luck this year. I think that Johnson and I are going to start pushing past him. Bob might start falling down a little bit. A lot of people said I wouldn't even need to worry about Johnson, but I knew he would come back strong. There will be tracks around where the passing is a little easy and we are going to be able to push past him. I think that by the end of the year I'm going to be able to beat him. My goal is to win the Grand National title, and to do that I'm going to have to win the Supercross or the National series. The points are closer in the Nationals, but I don't know what will happen. I do know that it will be some good racing.

"The one thing I hope is that Bob and I can stay buddies, so to speak. I have a lot of respect for him. I don't know if he does for me, but he seems like he does. I know he wouldn't run into me, and that he's really smart. Also he hates the other teams. I don't know deep down if he does, but on the outside he really doesn't like anybody. You can see it in practice; he goes out of his way to move in front of guys and race with them and try to discourage them. He has an amazing ability to discourage and



psych people out. He's a clean racer really. He proved that in his second moto race with Johnson at Hangtown. They were real close and he never made contact.

"It's going to be hard. I've got my foot in the door for winning some titles, making some money and fulfilling some of the goals I have set.

"He's got a few years left and he wants to win, and he really doesn't want anybody to stand in his way. I can predict a litle tension going on and maybe a bit more isolated relationship. I'll sit in my corner and he'll sit in his and we'll talk when it's appropriate, and not during the race.

After talking seriously, Bailey's face breaks back into a lighter mood.

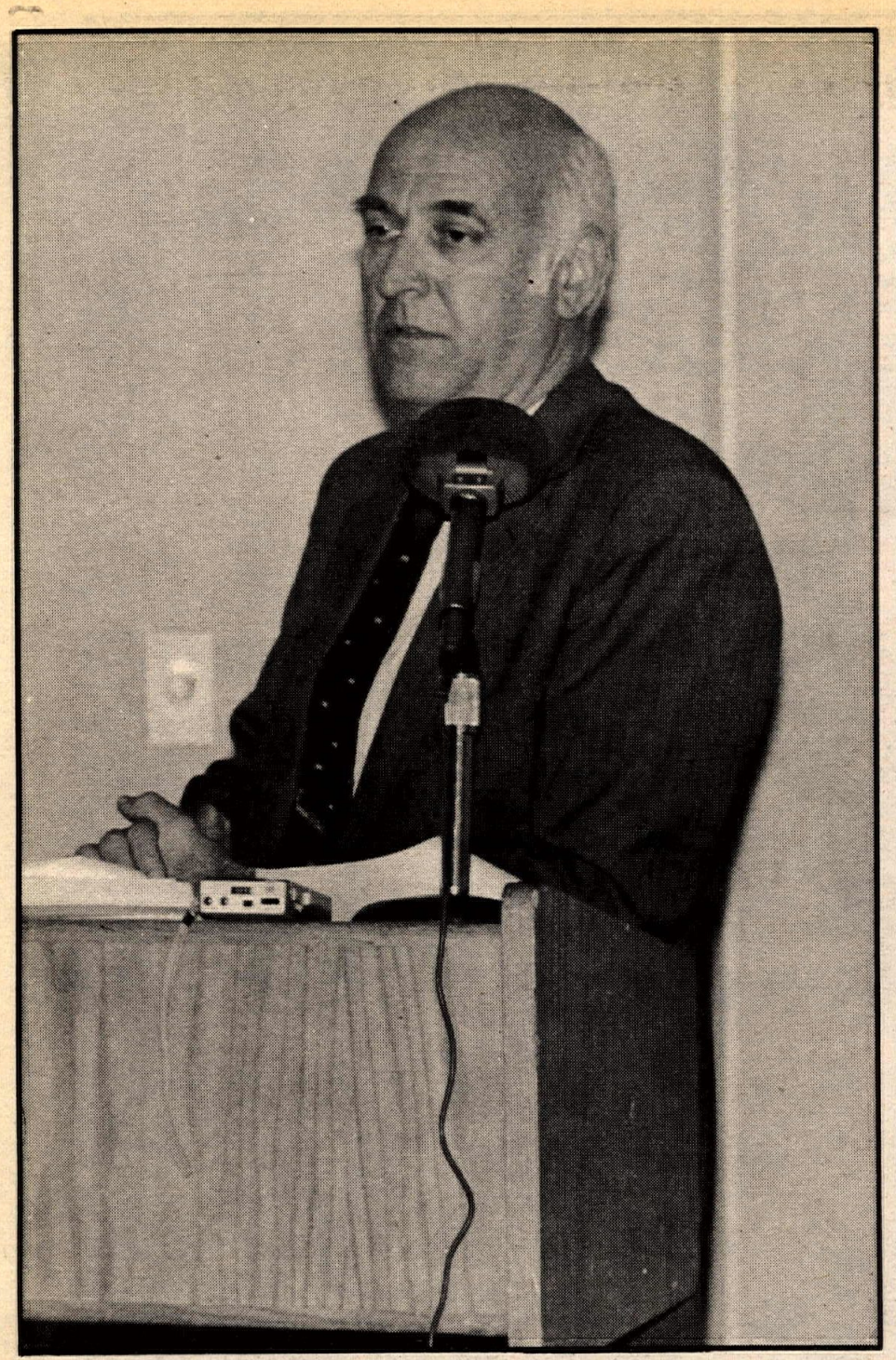
"I don't feel bad when I beat him because I know he loves to beat me. He loves to win, and when I lose, he just knows that it drives me nuts and that I'm trying everything. He doesn't care how much he wins by as long as he wins."

Then, back on a serious note Bailey talks about two other motivations.

"I think that I have reached the level I have because of my dad's coaching and the switch to Honda. Dad didn't teach me how to ride and make me what I am, but he goes along to most of the races and films me and the guys he thinks are faster than me. We watch it all and analyze what I do and what I need to do. I think I will continue to improve because of it, and I'm lucky to have him to do it. I think that coaching in motocross is good; I think that other riders should have it. I just hope it takes a long time for them to figure it out. Also, there aren't many people around, like my dad, who are qualified to tell someone like Broc Glover or Hannah or Johnson what they need to do.

"The other thing that motivated me last year and the beginning of this year was the movie *Rocky III*. It sounds funny, but I saw him lose the first fight because he was being a big shot. Then he won again by getting back to basics. I decided I would get back to basics rather than just riding laps. I started practicing with left turns, no matter how boring they seemed. When I first started trying turns around a trash can fast, I sucked, I couldn't even do it! It's something that is so simple, but I started doing it and it helped on the race track. I practice turns and starts. The starts have really helped."

Knowledgeable spectators wait in goosebumps for the 250cc race to start at the Nationals. They know they will see history as one of two inevitable possibilities come to fulfillment. Either Bob Hannah will be pushed to his limits by young lions Bailey and Rick Johnson and they will win, or Hannah will extend his limits beyond his present indomitable speed. Whichever, the upper limits of motocross speeds will be extended again. David Bailey thinks the winner may well be him, but it wasn't always that way.•



Harley-Davidson Chairman Vaugh Beals fielded reporters' questions.

Beals explains H-D/Japan 'aid' offer; Honda holds '83 prices

By Dale Brown

LOS ANGELES, CA, APR. 8

Harley-Davidson Chairman of the Board Vaughn Beals told the press that an offer of assistance from Japan to the U.S. manufacturer did consist of a $20 million loan guarantee — as an advance on purchasing $20 million in Harley-Davidson motorcycles. Beals said the offer was turned down because "Harley does not have an excess inventory problem," and that no new negotiations have been undertaken. Beals met with reporters a week after President Ronald Reagan imposed stiff import tariffs on most imported motorcycles over 700cc.

In a telegram to its dealers, American Honda said that, "The increase in duty will not affect any 1983 (Honda) models over 700cc because the majority of the imports of these units are usually completed by this time. Also, our current Ohio production of the CB1000C and GL1100 series will not be affected by the tariff increases, and, needless to say, any units in our inventory now will not be affected by the tariff increase. Moreover, we do not anticipate any immediate increase in prices for 1983 and prior year models."

In Los Angeles, however, Beals was busy explaining what had transpired between the Japanese Ministry of International Trade and Industry, who offered aid on behalf of the Japanese manufacturers to avoid the tariffs. "Some time before Daytona," Beals said, "The Japanese, through the United States Trade Representative's office, came in and said, 'We'd like to make a proposal to negotiate a solution rather than have these tariffs.' The USTR came to us and we said yes — our objective was to get a problem solved and we didn't much care exactly how the problem was solved. If they had a better idea than the Trade Commission, we'd be happy to listen.

"We listened. For pretty obvious reasons, these were intended to be confidential discussions. Our attorneys, their attorneys, everybody sat around in a room and they made a proposal. The proposal had two elements, although it was pretty complex. The first element was 'We'll buy some motorcycles; we'll buy some of your excess inventory.' The second element was 'We'll provide you with technical assistance.' The proposal to buy motorcycles was a bit complicated. Essentially they said, 'We'll guarantee you a loan of $20 million, and we'll buy $20 million worth of motorycles from you. When you sell the motorycles you take the proceeds and pay off the loan.' So, it was an advance down payment on the purchase of motorcycles. Our response was that it wouldn't solve our problems. We don't have excess motorcycles — we shut our bloody factory down and laid off people. We cut our staff 40% and our inventory is 20% of what it was a year ago. That was a conscious plan. We wanted to get our production level to the market level.

"Secondly, with all due respect, we told them that we didn't want their technical assistance either. We don't think we need it."

Beals continued, "We then proceeded to say that, 'If you are looking for a solution to the problem, here is the domain in which you should look for a solution.' We didn't want them to walk away and think we'd just say no and give them no idea of what we thought was a reasonable alternative. That was where it stood when I went to Daytona."

While in Daytona, Beals said that he learned of a breach in the confidentiality of the negotiations when those details were printed in a Japanese financial publication. "There were some discussions — I wouldn't dignify them by calling them negotiations — following that. They wouldn't let me in because they didn't want me to explain my feelings in response to the Japanese press. The discussions never amounted to anything, and there are no negotiations going on today.

"I should add that none of the negotiations involved any ownership in Harley."

Asked about any possibility of future negotiations, Beals said, "If they were to appear on our doorstep with a proposal, it would be pretty silly not to at least listen to it."

On other subjects, Beals said that 47 other claims for protection under the statute that Harley-Davidson used, had been made. He said that only nine gained International Trade Commission support, and that Harley's case was the first to have been approved by the President of the United States.

The H-D chairman also reiterated throughout the press conference that the reason for Harley seeking the action in the first place was the 18-month inventory of unsold Japanese motorcycles in the U.S. Asked about the inclusion of 700-999cc motorcycles in the tariff inclusion, Beals said, "I recognize that if a guy wants to buy one of these 750 Interceptors, then he's not a candidate for anything we sell. That's an accidental injury process. There was a long discussion about this and quite a bit of effort went into the 700-plus. But we feel that the evidence is overwhelming that 750s compete with 1000s.

"This is like warfare. Somebody may get hit by a ricochet. That's really too bad and I feel sorry for them. We didn't start the war; we didn't flood the place with inventory. We only had the laws available on the books and we used them. We hope to benefit from them. If an innocent bystander gets hit, well, the last thing I want to see is the motorcycle industry get hurt. Excuse me, the next-to-last thing. *(Laughter)* The last thing we want to do is get killed. You people in Los Angeles can remember the earthquakes, and how the people below the dams that cracked were scared to death. Believe me, we've been living under a dam of motorcycles, and we've been scared to death.

"We know how the Japanese have handled their pricing in the past. When you're scared to death, you do what you can. We did what we could. If they don't like their consequences, then as far as I'm concerned, they should look to the guys who started the game."

Some of the discussion was centered around new products from Harley, which have been alluded to by both Harley-Davidson executives and the press for some time. In 1981 *Cycle News* ran pictures of the water-cooled V-4, and Beals joked about it to the motojournalists at the conference: "We had to show the ITC some projects we could never show you fellows." Asked about the cost of producing such a new model, Beals said, "Any investment in a new product has to be amortized against that new product. We're only talking about one new product, or one new family of products if you will. If it doesn't provide a good return on our projections, we're not going to do it. It was a very viable project; we knew how to finance it when we bought the company, even though we took on an immense amount of debt when we purchased the company. Even in our worst-shape projections, we could still self-finance it. However, if we had our worst-shape forecast as reality, we would be delirious with joy. We still think that it is a viable program, it will stand alone, and our investment in it will not reflect adversely on us."

Beals also said, that during the first quarter of 1983, Harley-Davidson made a small profit.

In other reactions to Reagan's approval of the tariffs, Yamaha released at statement saying, "This ruling will raise the prices of newly-imported motorcycles. The exact amount of this increase has not yet been determined, but it will be less than the 45% of the newly-imposed tariff. Yamaha intends to explore all potential avenues to keep prices as competitive as possible. Including in these options will be a review of a possible U.S. manufacturing plant."

BMW, one of the small-volume manufacturers basically exempted from the tariffs, was happy. "We are pleased that the administration structured its determination so as to allow small-volume manufacturers access to the market," said John A, Cook, president of BMW of North America. "BMW took the position with the administration that our product range, buyer profile, limited production and marketing strategy in no way competes with Harley-Davidson," added Cook.

The tariff quota for motorcycles over 700cc imported from West Germany begins at 5000 per year in 1983, then raises yearly to 6000, 7000, 8500 and 10,000, not 1000 per year as was reported in this paper last week. Tariff quotas for motorcycles from countries other than Japan begin at 4000 and go up 1000 units per year. Heavyweight motorcycles from Japan have a tariff quota beginning at 6000 units and then increasing by 1000 per year.

TEN YEARS AGO

America received the stunning news that Yankee Bultaco rider **Jim Pomeroy** was leading the 250cc World Championship MX Series after the first round in Sabadell, Spain. Pomeroy was credited with a second overall behind Maico rider **Hans Maisch**, but word filtered down the following week that, under the FIM's 1973 scoring system, Pomeroy had indeed won his first GP in his first attempt, the finest performance yet turned in by a U.S. motocrosser in world competition.

Meanwhile, in the 500cc MXGP opener in Tarare, France, Kawasaki's **Brad Lackey** posted a 13-8 performance for seventh overall. Maico-mounted dentist Gerrit Wolsink was the overall winner, topping teammate **Willi Bauer** and CZ's **Olderich Hammerschmid.**

In an AHRA drag race at Phoenix, Ariz., **T.C. Christenson** set a new Top Fuel elapsed time record, covering the quarter mile in 8.75 seconds on a double-engine Norton. **Sonny Routt**, running a machine with a pair of Triumph engines, took the Top Gas title with a 10.11-second run.

The Dirt Diggers North held their annual Hangtown Motocross Classic, with three very full Professional classes. In the 125s, Monark rider **Marty Smith** took the gold over Penton pilots **Ray Lopez** and **Dave Bunker.** In the 250cc ranks Honda's **Marty Tripes** rode to an apparent two-moto sweep, but was penalized for jumping the gate in the first moto. That dropped Tripes to second behind Bultaco rider **Tom Rapp**, with Maico-mounted **Bill Cook** finishing third. Fresh from his Florida domination, Yamaha's **Pierre Karsmakers** won both 500cc Pro motos as Yamaha teammate **Tim Hart** placed second over CZ rider **John DeSoto.**

Ascot's first half mile of the season saw Norton-mounted **Dave Aldana** winning the Expert main event over **Gary Scott** (Tri) and **Mert Lawwill** (H-D). In the Junior ranks, Triumph-mounted **John Gennai** came out atop **Rick Hocking** (Yam) and **Rob Morrison** (Nor), while **Tom Berry** defeated fellow Yamaha rider **Bruce Hanlon** in the Novice main.

Idaho Governor **Cecil Andrus** signed a proclamation making April "Idaho Motorcycle Month."

Neal Mackel (Tri) was the winning rider in the Exhibition class of the Widowmaker Hillclimb, going 425 feet up the hill for the win. That was 13 feet higher than the runner-up, **Lee Dugas**, managed to go.

Maico-mounted **John Hateley** grabbed the 500cc Senior class in a motocross at Muntz Cycle Park in Moorpark, Calif. Runners-up to the Class C star were **Gene Martin** and **Mark Cook**, also on Maicos. In other action, **Rick Mercier** (Mai) won the 250cc Senior class, and **Chris Heisser** (Hon) took the 80cc Minis. •

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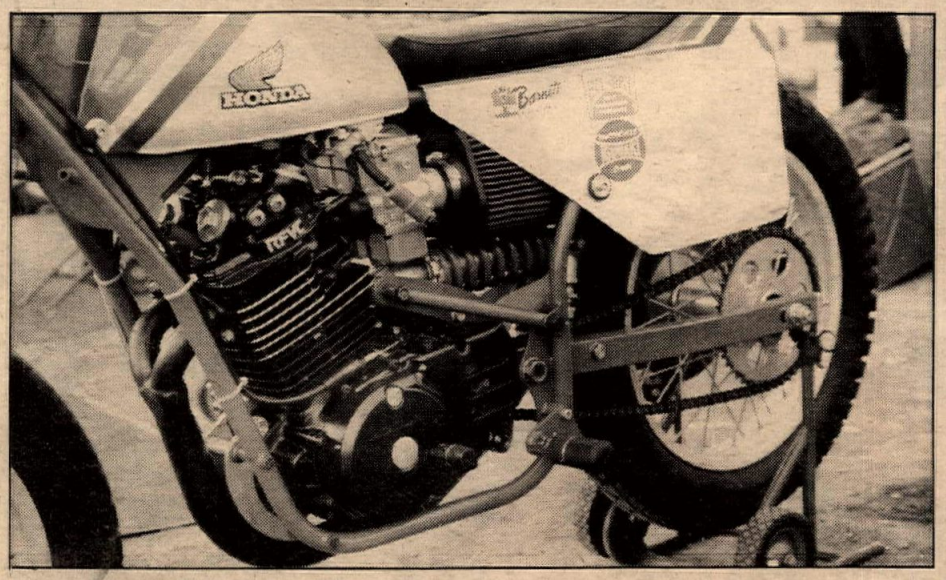
THE LATEST POOP

BY PAPA WEALEY



Honda unveiled their new TT bike at the Ascot National. Piloted by factory riders Mickey Fay and Terry Poovey, the XL600-based bikes finished in a none-too-impressive fifth (Fay) and 11th (Poovey). The bike's most interesting feature was it's horizontally mounted rear damper, designed by Works Performance. According to Honda engine builder, Jerry Griffith, the lay-down positioning was used because of carb clearance problems that a conventional single-shock configuration would have caused. "We put a piston in it to raise compression, did the heads and the cam," said Griffith when asked about engine modifications. "I'm not sure the cam's that good and the ignition's kind of weak. It's a good engine, though. We really didn't have time to put things together. I think it's going to be good, it's just a matter of putting it together. It's a hell of a lot better than what we had last year." After bringing the new bike home fifth in the TT, Fay said the bike was easy to ride, but in need of a few more ponies. "To be honest, I think we're a little bit down on power," he said, "but I think we'll be there next time around. The engine is good and stout, much better than the old twin-shock 500." About the new shock placement: "That works excellently, just perfect. With the old bikes, you'd get a kind of weaving feeling in the big corners, like it was trying to pitch you off the high side. The new bike is perfectly steady. Real smooth."

Honda teammates Andre Malherbe and Graham Noyce split moto wins and runner-up finishes at the opening round of the 500cc World Motocross Championship in Switzerland on April 10. Our preliminary results have Malherbe listed as the winner, with Suzuki's Andre Vromans finishing third after posting a pair of thirds.

In the second round of the 125cc MXGP Series in Austria on April 10, Suzuki's Eric Geboers again turned in a two-moto sweep for the overall win. Michele Rinaldi went 2-2 on another Suzuki for second, and Gilera rider Corrado Maddi finished third both times to round out the victory rostrum. American Jim Gibson went 5-5 for fourth overall on his works Yamaha. In the point standings, Geboers leads with 60 points, followed by Rinaldi (40) and Gibson (34).

In the Imola 200, Italy's big purse, non-World Championship road race spectacular, Yamaha's Kenny Roberts won both 100-mile legs to claim the overall win. Defending World Champ Franco Uncini pushed his Suzuki to two seconds, while Roberts' Yamaha teammate, Eddie Lawson, compiled a 5-3 score to finish third overall. Honda's Ron Haslam was fourth with a 4-4 finish. Honda's Freddie Spencer, winner of the first two GPs of the season, DNF both of the heats. In another tragedy, Guido Pacchi, who was contesting the 500cc World Road Racing Championship, was killed at Imola.

It appears that Jay Springsteen will only be able to contest one more round of the Battle of the Twins Series — Loudon — due to conflicts with AMA/Camel Pro Series dirt track Nationals. So veteran pavement specialist David Emde will ride "Lucifer's Hammer" at other BOTT events. Emde will have the big V-twin changed to shift on the left and brake on the right; Springer preferred it the other way around.

Flat tracker Steve Oort called to tell Papa — and to have him pass it on —where he's been the past few weeks. Oort fell off in the Ascot half mile opener and suffered a broken vertebra and torn ligaments. Oort says he'll be back racing this summer, however.

Bobby "Boogaloo" Schwartz will be riding at Costa Mesa speedway on Friday night, April 15. It will be the only U.S. appearance of the Best Pairs and Team Cup World Co-Champion before the American Speedway Qualifier runs June 11 at Long Beach Veterans Stadium.

There will be a pair of Junior Invitationals to go along with the pair of AMA/Camel Pro Series Nationals at San Jose, Calif., on April 30-May 1. The Saturday night Junior race on the short track will be for 500cc four-strokes only; the Sunday mile will feature a regular Junior Invitational. For more details, call Bill Spencer at 415/969-1682.

Castrol Oil has announced an increase in its contingencies for the Battle of the Twins Series Championships. The contingency for the series GP championship has been increased to $1000, and $250 awards have been added for the Amateur and Expert Modified classes.

Motorcycle World with Larry Huffman continues to air in Southern California, with coverage of the Japan Supercross that Ricky Johnson won last year, vintage bikes, personalities, and even *Cycle News* road tests on tap. The program is shown early Sunday evenings on Channel 56 in Orange County and Channel 51 in San Diego.

The April 16-17 weekend promises to be a busy one for motorcycle enthusiasts in the western U.S. The Dallas Cotton Bowl will be the scene of the Miller High Life Supercross, about the same time, give or take a time zone, as the AMA/Camel Pro Series mile at the Cal-Expo Fairgrounds in Sacramento, Calif. Desert afficianados can take in the Las Vegas 400 desert race on Saturday, and a little gambling on Saturday night. Tarmac freaks will want to be at Riverside Raceway for the Budweiser Superbike weekend, with heats and amateur racing on Saturday and the big finals on Sunday. For minicycle enthusiasts, there is the World Mini GP at Saddleback Park, and just up the hillside from that will be a CRC $5000 MX. Pardon us for a second while we go crazy trying to figure out how to get it all covered.

HosPITal STOP: AMA/Camel Pro Series contender Scott Pearson underwent knee surgery on Friday, April 8, to repair torn ligaments in his right leg suffered in a trail riding crash. "I am so bummed out," said Pearson just before entering the hospital. "I had a really strong program worked out and I was training hard and ready to do business. The doctor can't say right now how long I'll be out, but at least the arteries and the blood flow to the injured area are still intact." Cards, letters and other support can be sent to Pearson at 378 Lassen Park Circle, San Jose, CA 95136. Since the injury occured outside of AMA competition, Pearson is not covered by the AMA medical insurance.

Who is the fastest privateer road racer in the U.S.? Fans attending the AFM Pro-promoted Budweiser Superbike race at Riverside Raceway on April 17 will have a chance to find out. The California Superbike School Challenge will pit 12 top privateers on the GPz550s used by the school, with weight added to some of the bikes to bring the total rider/machine weight to within 25 pounds of each other. Riders competing will be Harry Klinzmann, Kerry Bryant, Frank Mazur, Lee Fleming, Dan Bennett, Thad Wolff, Don Greene, Earl Roloff, David Emde, Hugh Humble, David Busby, and another rider to be named later. The bikes will be prepared by Cycle Tune, and the event is sponsored by Nippondenso and Champion Moriwaki. Plans call for additional Challenge races at AFM Pro events at Willow Springs and Portland later in the year.

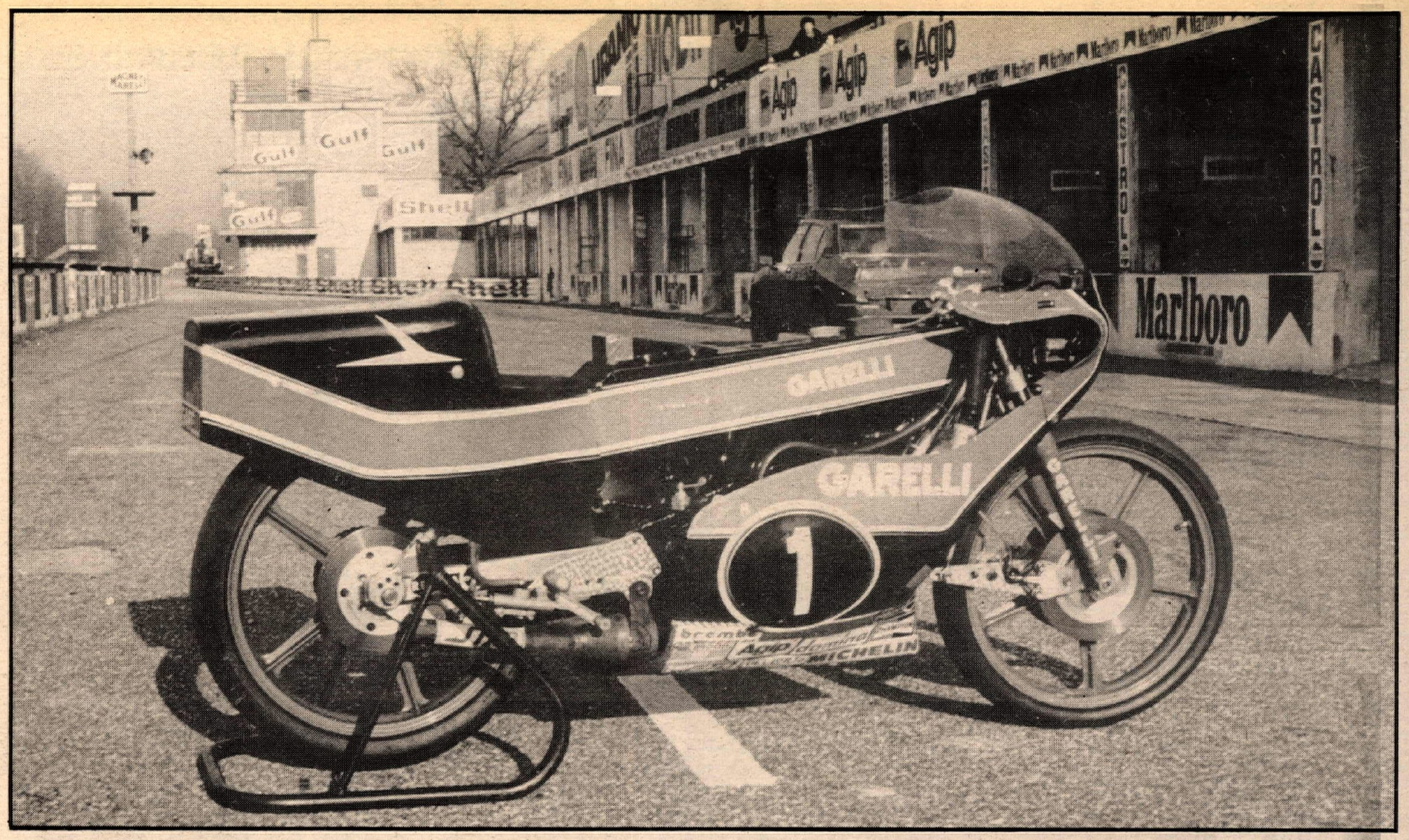
The California Off-Road Vehicle Fair, scheduled to be put on in November at the Hungry Valley SVRA, has been postponed until spring of 1984. The event, which will be put on by the 51st Agricultural Board, will run April 27-29 and May 4-6 of next year. Raced originally scheduled to run with the fair in November of this year will run as scheduled. In other news of Hungry Valley, which is about an hour north of Los Angeles, is that Vic Wilson has been retained to plan the fair.

***Motorcycle Dealernews* has announced a schedule of seven shows for 1984, with three being trade-only, and four being open to the public. The public shows are to be held in Anaheim, Calif. (Dec. 2-4, 1983), Detroit (Jan. 6-8), Houston (Feb. 3-5), and Hartford, Conn. (March 16-18). The trade-only shows will be held in Dallas (Feb. 11-13), Cincinnati (Feb. 25-27) and Las Vegas (March 3-5).**

Australian press reports say that former GP star Gregg Hansford, who was attempting a comeback into motorcycle racing, has decided to retire permanently. Hansford, according to the reports, rode practice and was bothered by old injuries that prompted the decision.

Kawasaki Team Green technician Dan Betley will be helping Kawasaki racers at the April 16-17 World Mini GP at Saddleback Park, then traveling up to Idaho on April 23-24 for the Northwest Regional weekend at OMC Raceway in Boise. Greg Quador, the Team Green technician from Texas, will be lending a hand at the World Mini GP, and then returning to the Lone Star State for the Texas Series finale at Swan MX Park on April 24.

Bill Dutcher, the man behind the May 19-21 Aspencade XII road rider convention in Glens Falls, New York, tells us North America's largest touring-only motorcycle exhibit will take place during the Aspencade. The Glens Falls Civic Center will house the 25,000 square foot exhibition which is being supported by all major touring bike manufacturers (Honda, Yamaha, Kawasaki, Harley-Davidson and BMW). TourExpo will also feature a wide variety of aftermarket goodies for the road rider. Dutcher says, "Strong rumors have it that a new multi-cylinder tourer will make its public debut here." Motorcycle movies will be shown continuously and new touring accessories are slated to be introduced at the show. Exhibition hours are 6 to 10 p.m. on Thursday, May 19; 3 to 10 p.m. on Friday, May 20; and noon to 10 p.m. on Saturday, May 21. Admission is free to Aspencade XII convention attendees, and $2 for the general public. The registration deadline for



Impression: Garelli 125cc GP Road Racer

Mini but mighty title holder

By Alan Cathcart

I sat up and braked for the Parabolica, the twin Brembos hauling the works Garelli down from top speed for the long, long corner. Lazzarini slipped inside me as I peeled off for the turn, but I tucked in behind him and drew level as we screamed towards the finish line. Team manager Verini held out the board: one lap to go at Monza, once more around before the checkered flag and a historic win . . . .

Dreaming? Not entirely — for there I was indeed on Angel Nieto's World Championship winning Garelli, chasing little Eugenio Lazzarini, his erstwhile teammate, around Monza on a sunny morning one day last winter. But this was no do-or-die Grand Prix effort, but a chance to try out one of the most successful bikes in recent GP history.

Ask most racing enthusiasts which they consider to be the ultimate Grand Prix bike of the modern era, and they'll probably plump for the RG500 Suzuki, which in various guises has reaped four World Championship 500cc titles, including the last two. Other contenders might also be the 250/350cc tandem twin Kawasaki which has dominated the intermediate classes for the best part of the last five years, or even the amazing TZ250/350cc Yamaha — that Manx Norton of the 1970's which even today is capable of defeating the best of the disc valve designs and carried Jean-Louis Tournadre to a privateer 250cc title in 1982.

Yet it's perhaps a reflection of the lack of appreciation of the smaller GP classes outside the Latin countries that the bike which stands more clearly head and shoulders above its rivals should be practically unheralded amongst racing fans the world over. In the 500cc arena, a machine which won the 1982 title for its class in both the riders' and constructor's categories by scoring eight wins out of the 11 Grands Prix contested by the works teams, and provided the runner-up in the riders' table to boot, would be rightly acclaimed as the bike of the season — the champion of champions. But because the disc-valve Garelli twin is but a humble 125cc semi-tiddler, its achievement in scoring such an overwhelming success, against far from negligible opposition, has gone largely unsung outside Italy—whence it hails—and Spain, home of unarguably the greatest lightweight rider of modern times, ten times World Champion and current 125cc title holder, Angel Nieto.

Nieto strolled to the 1982 championship, winning the first five GPs he contested on the trot, before slackening off a bit to allow teammate Eugenio Lazzarini to catch up closer in the points table. But even more significant was the Garellis' amazing reliability record — out of 21 GP starts there were only two retirements for mechanical reasons, one a failed ignition system. Given the pace of the titanic struggle for supremacy between the MBA, Sanvanero and Garelli squads, such a record was simply remarkable.

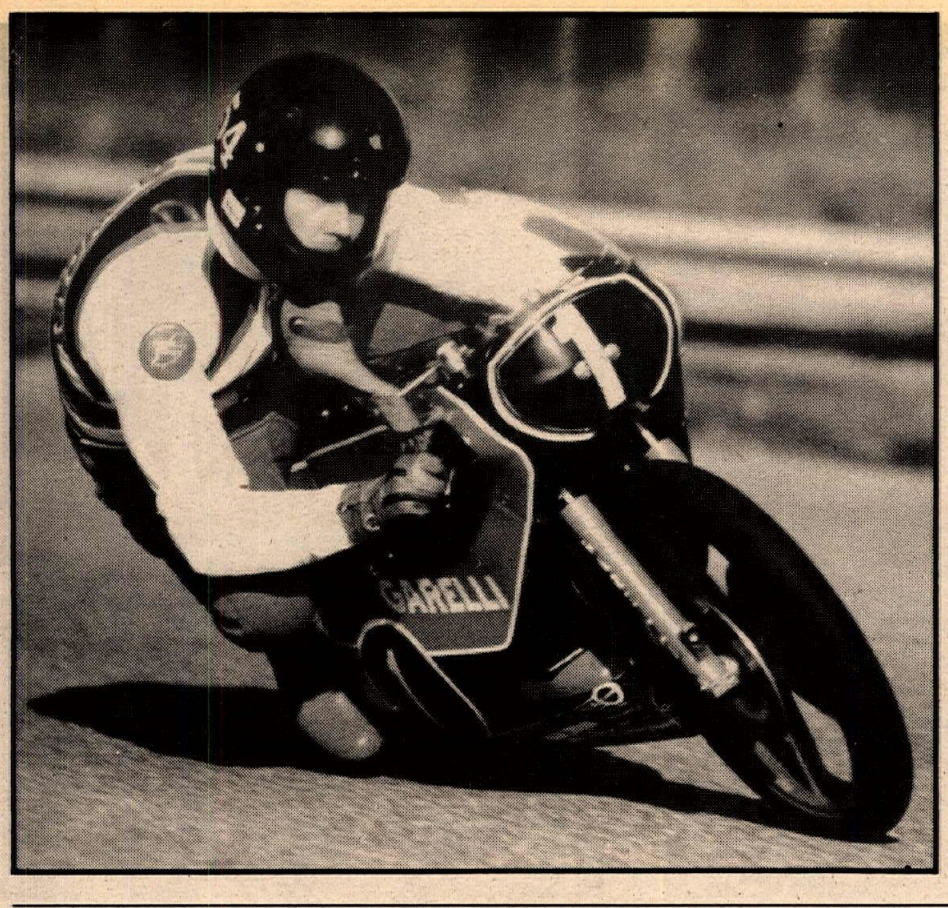
It's even more remarkable given the power produced by the tiny 44 x 41mm cylinders. An output of 46.8 bhp makes the 125cc Garelli today's most powerful GP bike in specific terms, at just under 375 bhp/liter. Compare that to the 40 bhp or so churned out by the V4 Yamaha of the Read and Ivy era to gauge the full measure of the Garelli's worth: a lighter, less complicated design with half the number of cylinders (thanks to FIM rules), offering a broader power band to cope with the maximum allowable six speeds in the gearbox, yet producing 15% more power than the bike most people would nominate as the most exotic 125cc road racer yet built. Indeed, the Garelli is almost certainly the most powerful bike of any capacity ever raced in specific terms, rivaled only by the Van-Veen Kreidler with its 20 bhp claim from a single eggcup-sized cylinder.

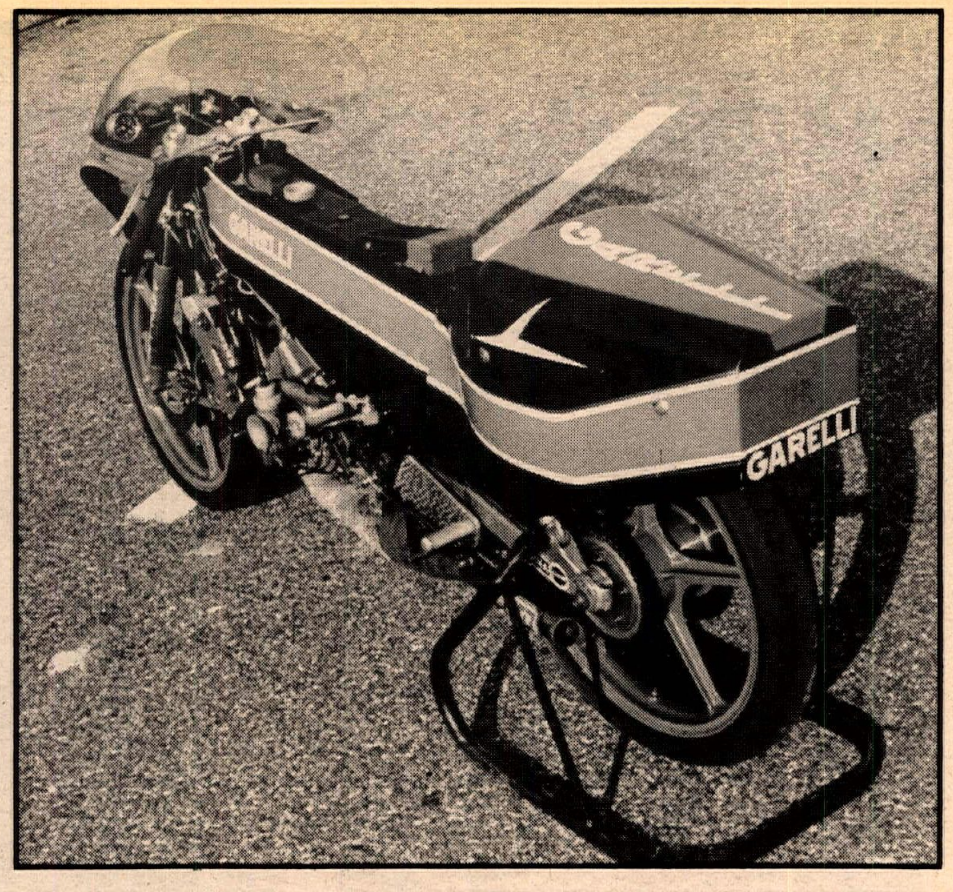
Under these circumstances, when the chance came to test ride Nieto's title-winning bike at Monza in the off season, I needed little prompting. "Only one problem," worried Roberto Patrignani, the affable Garelli PR head who himself rode in the IoM TT back in the fifties on a little Ducati. "I hope you can manage to fit on the bike. Nieto must be a good nine inches shorter than you, and it really is very small." Mentally pondering the possibilities of a bionic cut-and-shut job on my legs, I rode up to Monza on a gloriously sunny winter morning to find the entire Garelli racing team, plus former World Champion Eugenio Lazzarini, awaiting my pleasure. Confidence turned to curiosity, then consternation, as I realized this entire session was being laid on just for my benefit, as the only non-Italian journalist to ride this world-beating machine.

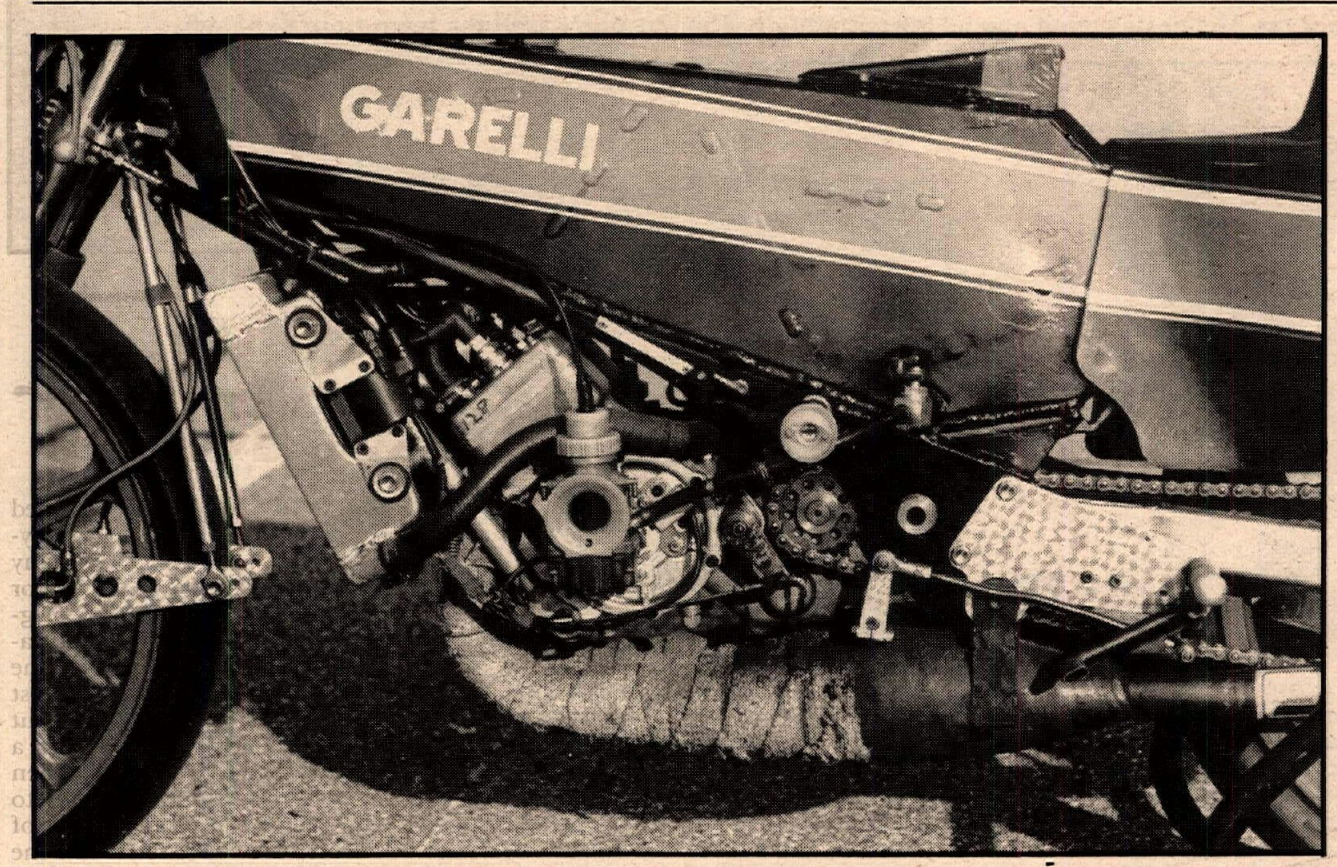
The Garelli's engine was designed in 1977 by Jorg Moller, the journeyman two-stroke wizard from Germany who's made a career and name for himself working in Italy. Moller originally designed the unit for Minarelli, the huge proprietary engine concern under whose name it first appeared in public, winning its debut race in Venezuela in 1978 clad in a tubular frame and ridden by then champion Pierpaulo Bianchi. Nieto joined the team during the course of that season, but too late to win the title. The following year he made amends, scoring eight GP victories and winning every race he finished en route to the championship. Bianchi only managed tenth in the table and departed the team at season's end, along with Moller whose contract had expired and, more importantly, had achieved its purpose.

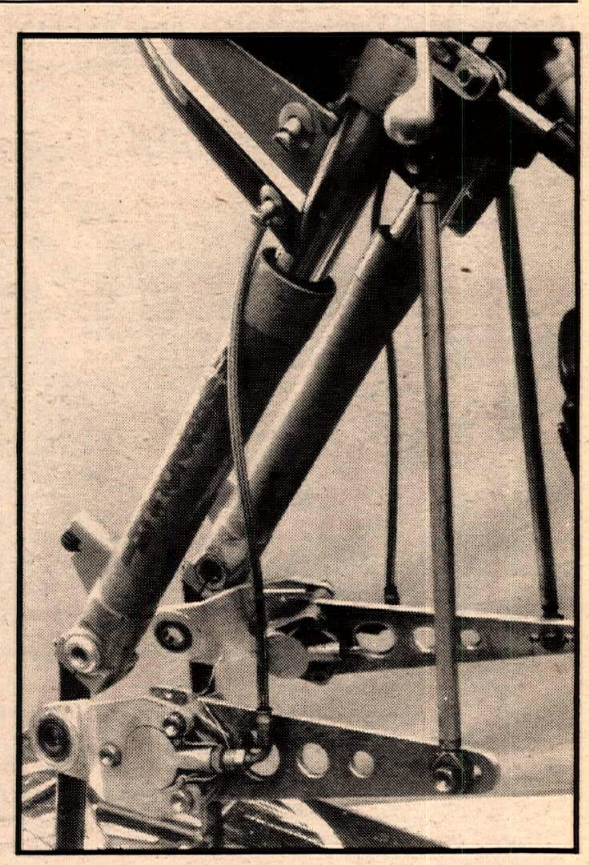
To replace him, the other two freelance two-stroke wizards were hired away from Bultaco, where they'd been working with Neito for several seasons: Dutchmen Jan Thiel the engine man, and chassis designer Martin Mijwaart. Motorcycling's equivalent of Brian Clough and Peter Taylor—but incomparably less abrasive, while equally successful—the pair guided the green and yellow Minarelli-mounted Angel Nieto to yet another world title in 1981, after narrowly missing the boat the previous year.

An internal shake-up at Minarelli at the end of 1981 spelled the end of the Grand Prix effort. At one stage the team seemed sure to be broken up — but then in stepped Daniele Agrati, the boss of the old-established Garelli factory, Europe's third-largest manufacturer of mopeds and small-capacity bikes. Agrati bought up the entire team lock, stock and barrel — except for Mijwaart who'd returned to Hol-









land — repainted the bikes in red and black Garelli livery, and the rest is history. After a gap of 50 years' absence from racing, Garelli—one of the world's oldest-established bike manufacturers who beat the likes of Guzzi and Gilera to Grand Prix success with a then-unfashionable split-single 350cc two-stroke in the early twenties —won their first World Championship title at the initial attempt.

Just what is it about the Garelli's specification that makes it stand out in a hotly-contested class whose regulations appear to impose a uniform design of parallel twin-cylinder disc-valve engines with six-speed gearboxes and watercooling? To a certain extent the answer lies with Moller's original design which produced a remarkably compact engine unit that measured 15″ across with the 29mm Dell'Orto carbs removed. Thiel's reduced this even further to just under 14″ across, and combined with the very low monocoque frame and highly efficient streamlining, developed in the Fiat car firm's wind tunnel, this very small frontal area and the engine's amazing power result in a top speed of 145 mph — from 125cc!

But this low aspect calls for specially-tailored riders — star midgets able to mold themselves to the tiny machine, heads under the screen, elbows and knees tucked inside the fairing, cheating the wind of every ounce of drag.

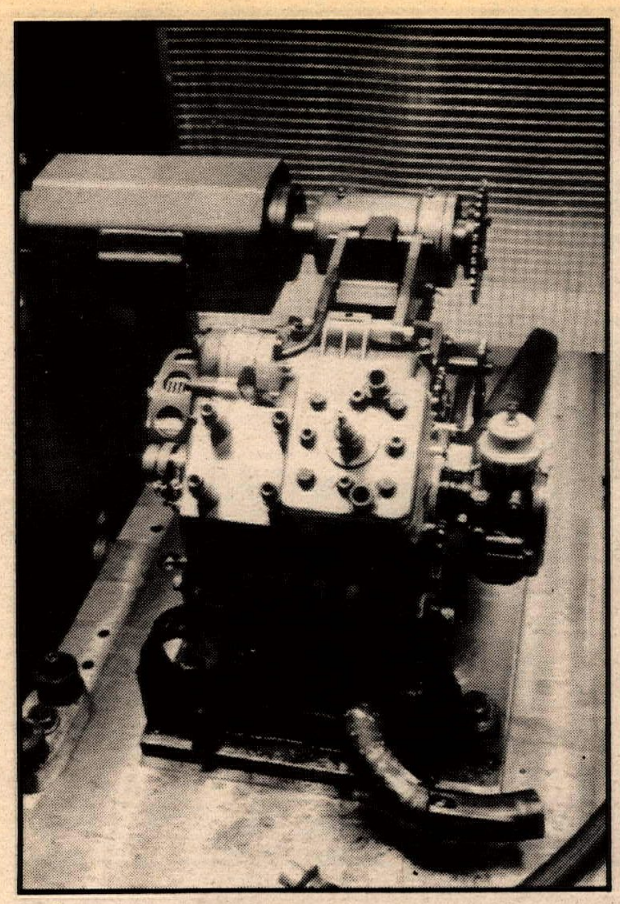
As Patriganani had noted, I'm no Nieto, and jacking my knees up high enough to fit them on to the footrests was a major project. Keeping my legs tucked behind the fairing was no problem since it's quite wide thanks to the crankcase-mounted carbs, but I was quite unable to get my head inside the screen with a helmet on, and it took quite some time to figure out how to change gear with my size nine left boot. Nieto has somewhat smaller tootsies!

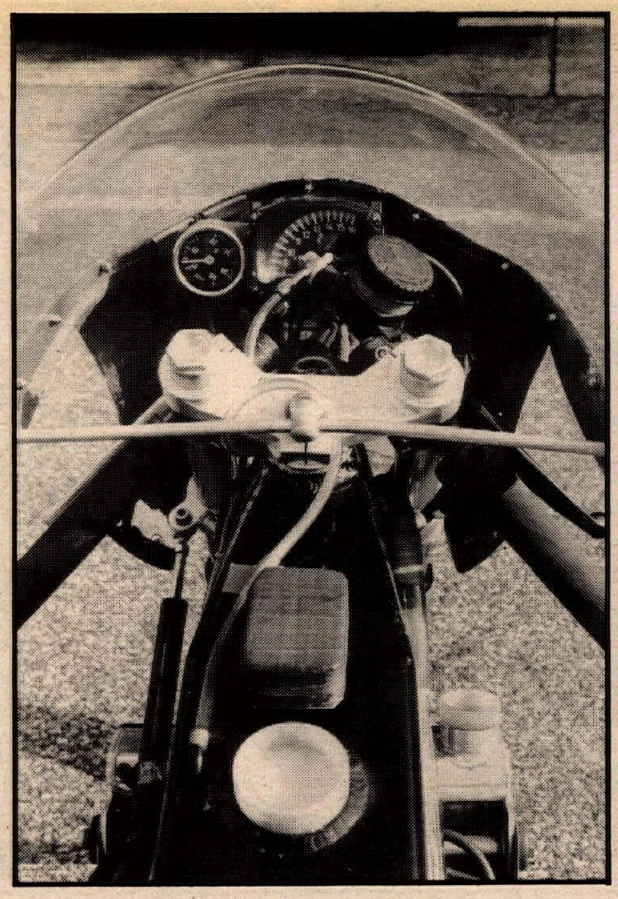
The overwhelming impression when you first see or sit on the Garelli is how slim it is. Three years after Mijwaart designed the first steel monocoque to replace the less rigid tubular frame, the Garelli and the KR500 Kawasaki are the only GP bikes outside the tiddler 50cc class to employ this type of chassis — if one excepts the NR500 Honda of sporadic appearance. The monocoque's made of dural now, weighs a scant 13 pounds and contains four gallons of 50:1 mixture in the baffled fuel cell. It's also extremely rigid, and the wonder is more race bike designers haven't opted for this design. Jan Thiel thinks he knows why: "It really only works with a twin-cylinder engine because of space limitations and you have to design a bit of extra strength into the engine cases too. It's difficult with four cylinders to squeeze the exhausts too. It's in, which is why I admire the Kawasaki so much — they did it really well."

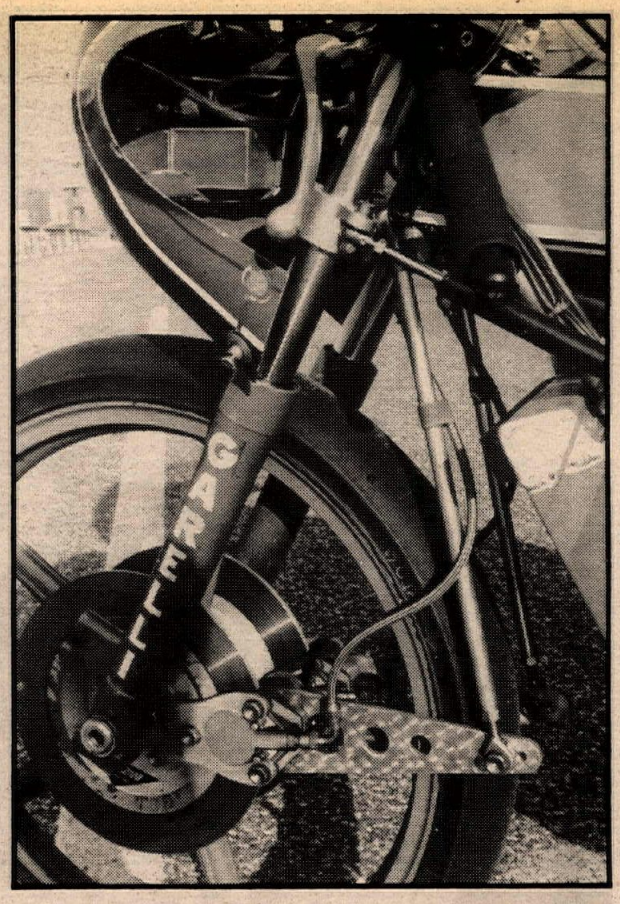
Admiration extends to outright copying of the KR500's mechanical anti-dive front suspension, itself borrowed from the Udo Geitl BMW Superbike ridden by John Long in the mid-seventies in America, and here mated to 32mm Marzocchi forks. The effect is stupefying! Rush up to a tight corner at top speed, leave your braking impossibly late, grab the front brake as hard as you like in the dry, zip down through the box and while you're doing it a great big hand has reached out and halted your progress. No diving forks, no chattering rear wheel, no transfer of weight on to the wrists — the Garelli just stops, in a perfectly level plane, the system of rods transferring the braking forces from the caliper to the steering head in a simple but effective manner. Every bike should have one!

Of course, there's not much to haul down, relatively speaking, though at 172 pounds dry, the Garelli is still some 6.5 pounds above the 125cc class weight limit. Thiel has plans to narrow this gap, with Kevlar streamlining scheduled to replace the present seat and fairing, and Brembo working on carbon fiber disc brakes (a spin-off from the Ferrari F1 car project) instead of the already very light plasma-sprayed alloy Zinzanis presently fitted. A carbon-fiber monocoque would lose the lot in one go, but Thiel smiles ruefully at the thought. "We had a budget of $500,000 to go racing with in 1982," he says, "which must be the biggest in the smaller classes, but even we couldn't afford that sort of technology. Only car teams can!"

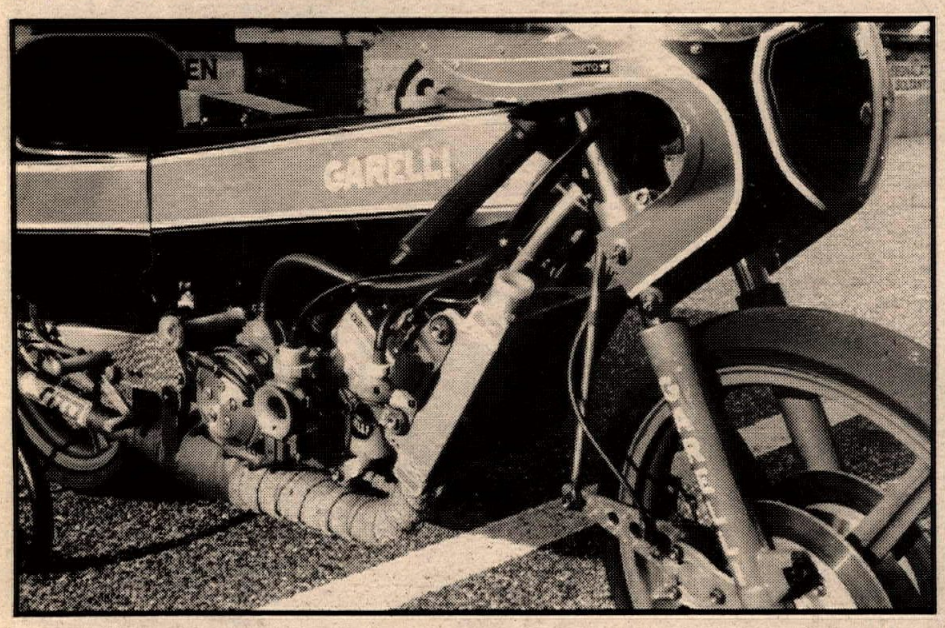
So instead, he concentrates on the art of the possible, wringing increasing fractions of a horsepower from that amazing engine. The separate cylinders are made by Hoeckle in Germany, as is the pressed-up crank which runs in four ball bearings, with needle roller big and little ends. Great care is taken not to leave any cylinders lying around within reach of prying eyes, but there are seven ports in the Gilnisil bores (six transfer, one exhaust), in which run Mahle

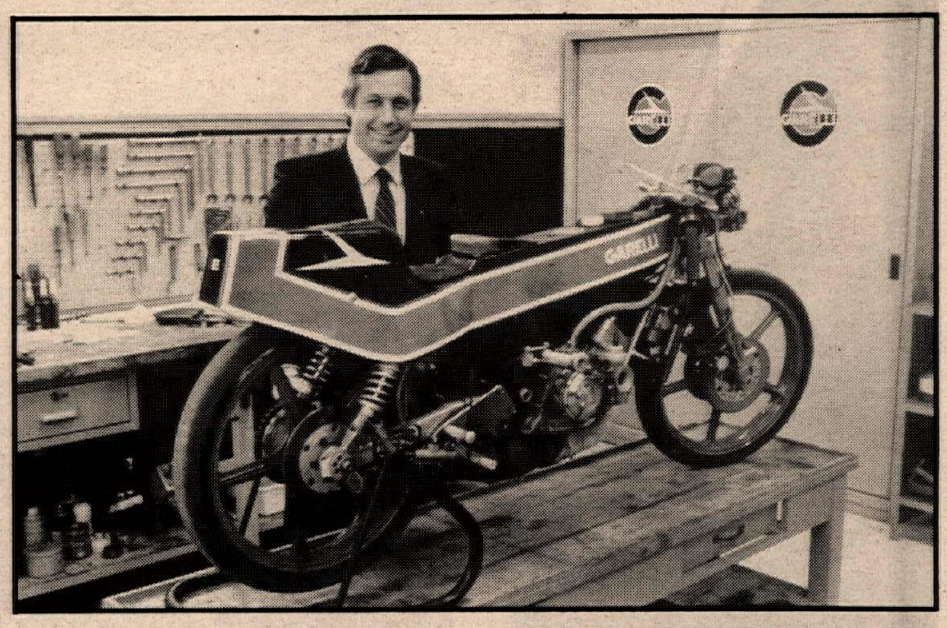






(Bottom right) Daniele Agrati, head of Garelli, kept the Moller-designed engine in competition when he purchased the team from Minarelli.





pistons, each with a single chromed L-ring. The rotary valves are steel and feed the 50:1 mixture at the rate of 28 mpg. Krober ignition is fitted, and a hefty water pump sits atop the engine on the right, driven off the gearbox whose six speeds have three alternative sets of ratios which cannot, however, be changed without splitting the engine horizontally. The same exhaust design is used for all circuits, and a total dry weight of the engine less carbs is just 50 pounds. A 14-plate dry clutch has seven sintered alloy plates, and seven friction ones.

I'd expected the engine to have an ultra-narrow powerband, necessitating much abuse of the clutch to keep it on song yet produce the horsepower to win championships. I couldn't have been more wrong. Admittedly, nothing much happens below 9,000 rpm, except a lot of noise and fumes but nil forward motion. Then the power starts to pick up till at 10,500 rpm it comes in with a bang — and you'd better be ready when it does, for much to my surprise this little 172 pound racer actually pulled a wheelie on its similar-weight rider. I was so surprised I almost fell off—you don't expect a 125cc bike to start pawing the air like a circus horse—but coming out onto the straight leading down to Monza's Parabolica it would lift the front wheel every lap as I accelerated hard while still leaned over. No wonder a small steering damper is fitted to the left stanchion.

Once the Garelli's in the powerband the perfectly-matched gear ratios come into their own, zipping you up to the 14,500 rpm maximum before the next sweet upward change. I used the clutch for downward changes only, but still managed to miss a couple of cogs coming out of the Parabolica when my oversize foot failed to function as it should have. Maximum torque occurs at 13,800, so with so much pulling power and such a wide powerband it's little wonder that the Garelli has the legs of the opposition. It may be fast, it may be powerful, but it's very easy to ride.

During 1982, Jan Thiel concentrated on making the bikes reliable with a new crankshaft, improving air penetration, and increasing low end torque matched to new gear ratios. The chassis received little attention apart from the addition of anti-dive, so it's a tribute to Mijwaart that it handles as superbly well as it does. Once again my expectations were false; I'd been anticipating a nervous, twitchy little bike which my every breath would send skittering in a different direction. After a handful of laps I had as much confidence on the Garelli as if I was on one of my own racers, thanks to the combination of the stiff chassis and sticky, skinny Michelin slicks. Surprisingly, the bike's still fitted with old-style rear suspension, featuring twin Bitubo gas units suspending a fabricated alloy swingarm with eccentric adjusters. Even on Monza's bumps the ride seemed adequate, without being exceptional, and when I mentioned it to Jan Thiel on my return he nodded his head. "Monoshock rear suspension isn't really necessary yet with a light bike like a 125," he averred. "Though we might try it soon and if we do it won't be a cantilever like the MBA and Sanvanero: that's all wrong. But what we'd really like to experiment with are some 16" wheels — we've been asking the tire companies for them since 1976, but still no sign of them in our sizes! That would help us reduce the frontal area still more."

As the curtain lifts for another Grand Prix season, all indications are that the Garelli team will once again dominate their chosen class with a bike that is unquestionably pound-for-pound the most effective Grand Prix racer of its era. And with their 50cc design only missing out on the tiddler by one place last season, Daniele Agrati may have cause for double celebration come September. •

Specifications

Engine	**Twin-cylinder disc-valve water-cooled two-stroke**
Bore x stroke	**44 x 41mm**
Capacity	**124.62cc**
Power	**46.8 bhp @ 14,600 rpm**
Compression	**14:1**
Carburetors	**2 x 29mm Dell'Orto PHSA**
Clutch	**14-plate dry Surflex**
Gearbox	**6-speed unit-construction CIMA**
Ignition	**Krober electronic**
Frame	**Duralimin monocoque incorporating fuel cell**
Suspension	**Front: 32mm Marzocchi forks with mechanical anti-dive/Rear: twin Bitubo suspension units with swingarm**
Brakes	**Front: twin 220mm fully floating discs/Rear: single 210mm fully floating disc; Gold Brembo calipers used throughout**
Wheels	**Front: 1.85 x 18/Rear: 2.50 x 18. Both magnesium alloy Campagnolo 5-spoke**
Tires	**Front: 2.50 x 18/Rear: 2.75 x 18. Both Michelin slicks**
Weight	**172 lbs.**
Power band	**10,500 - 14,600 rpm**
Top speed	**145 mph**
Machine tested	**Chassis no. AG125 GP 005 Engine no. 17**

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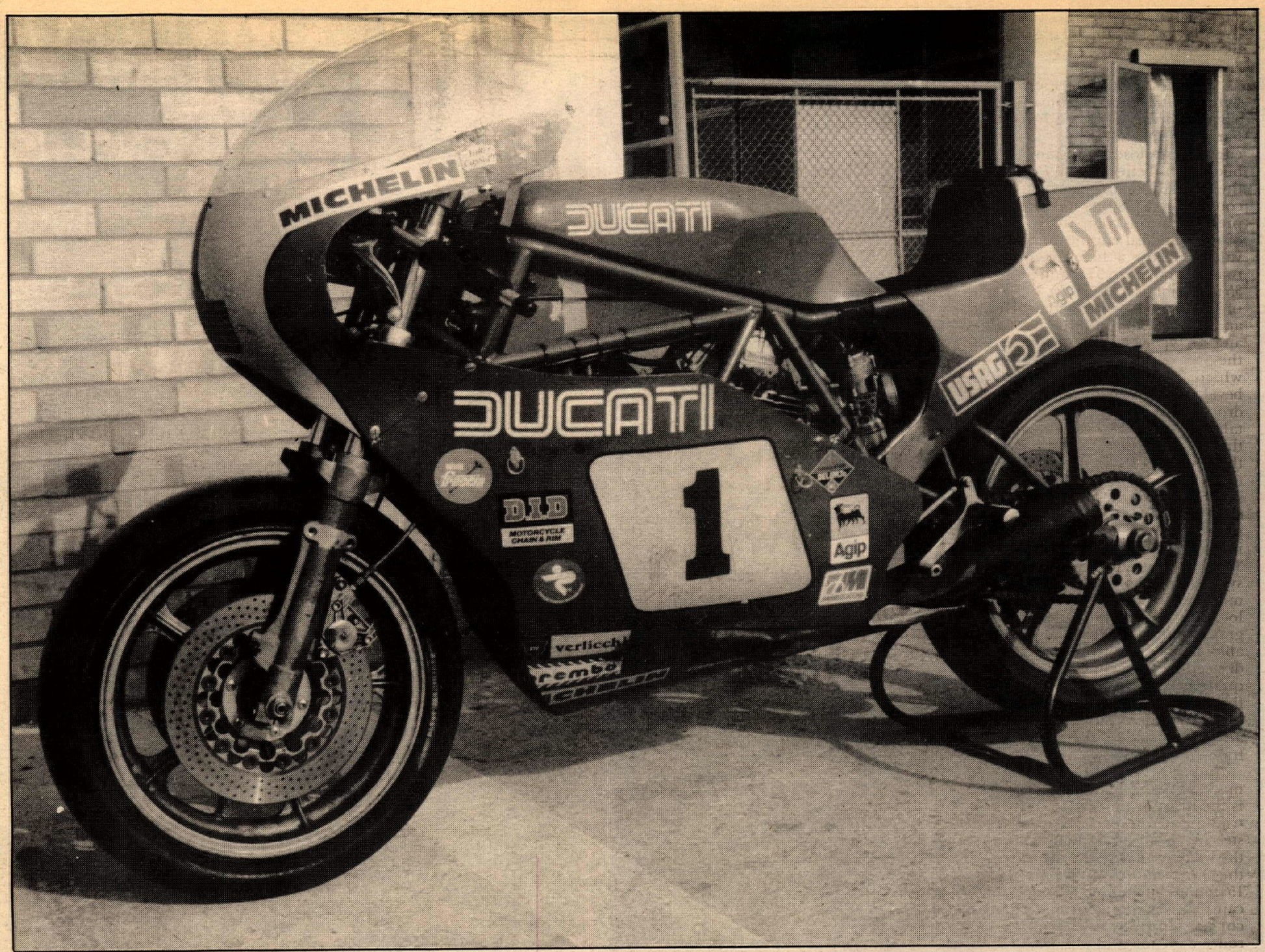


Ducati 600 TT2 road racer test

The ultimate Ducati?

By Alan Cathcart
Photos by Franco Reggiani & Cathcart

It was the Monday before the World Cup soccer final, and Italy—the future champions—were playing hot favorites Brazil in a quarter-final game that nobody expected them to win. Even so, it seemed the entire population of Italy was engrossed in watching the match. Every cafe with a TV set had people spilling onto the roadways to peek a long-distance view; factories shut down in the face of massive absenteeism; streets were deserted of traffic, and even the carabinieri were nowhere to be seen.

And yet here I was, mounted on another kind of World Champion, lapping the Misano GP circuit in total solitude on the ride of a lifetime in the 90 degree heat of the Italian summer. I was aboard the works 600 TT2 Ducati, one of the five factory specials that in 1982 repeated their success of the previous year by winning the World TT F2 title with Britain's Tony Rutter in the hot seat with the backing of Sports Motor Cycles, and the prestigious Italian TT2 series in the hands of works pilot Walter Cussigh. In each case, the little Ducati achieved a grand slam of the respective championship, both riders winning every round convincingly against far from negligible opposition, which in Rutter's case included thinly or undisguised TZ350 Yamahas.

Boxing fans like to pick the fighter who pound for pound they rate as best in the world irrespective of weight. On the same basis, the 600 TT2 Ducati, already invincible in its class, must have a strong claim to being the king of the racing bike world regardless of capacity or formula.

Before you dismiss such comment as the preposterous ravings of a hopeless Ducati freak (which I admit to being even before I rode the TT2!), consider this: a sleeved down version ridden by last year's Italian TT2 champ Massimo Broccoli finished seventh in the final round of the Italian 500 series at Mugello last October, ahead of two dozen assorted RG500 Suzukis and OW Yamahas ridden by the likes of European champion Leandro Becheroni.

Not convinced? Well, then there was Jimmy Adamo on a stretched 750 version finishing 13th in the Imola 200 last April and passing RG500s and Honda superbikes.

Still not? Then you must look at Tony Rutter's amazing new Isle of Man TT F2 lap record of 109.27 mph as he won this year's TT at a speed which would have given him third place in the 1000cc F1 event — incidentally flying through the speed traps at 144 mph, compared to the 152 mph of the factory Hondas with 40% larger engines.

The bike I was riding was Cussigh's machine, on which he'd just clinched his title at Misano the previous day with a flag-to-flag win. Factory racing boss Franco Farne—himself a former works rider of some distinction, and now the right-hand man of legendary Ducati designer Ing. Fabio Taglioni—was on hand to

supervise my test session and fill me in on the background of the bike, and its heavily oversquare 81 x 58 mm engine.

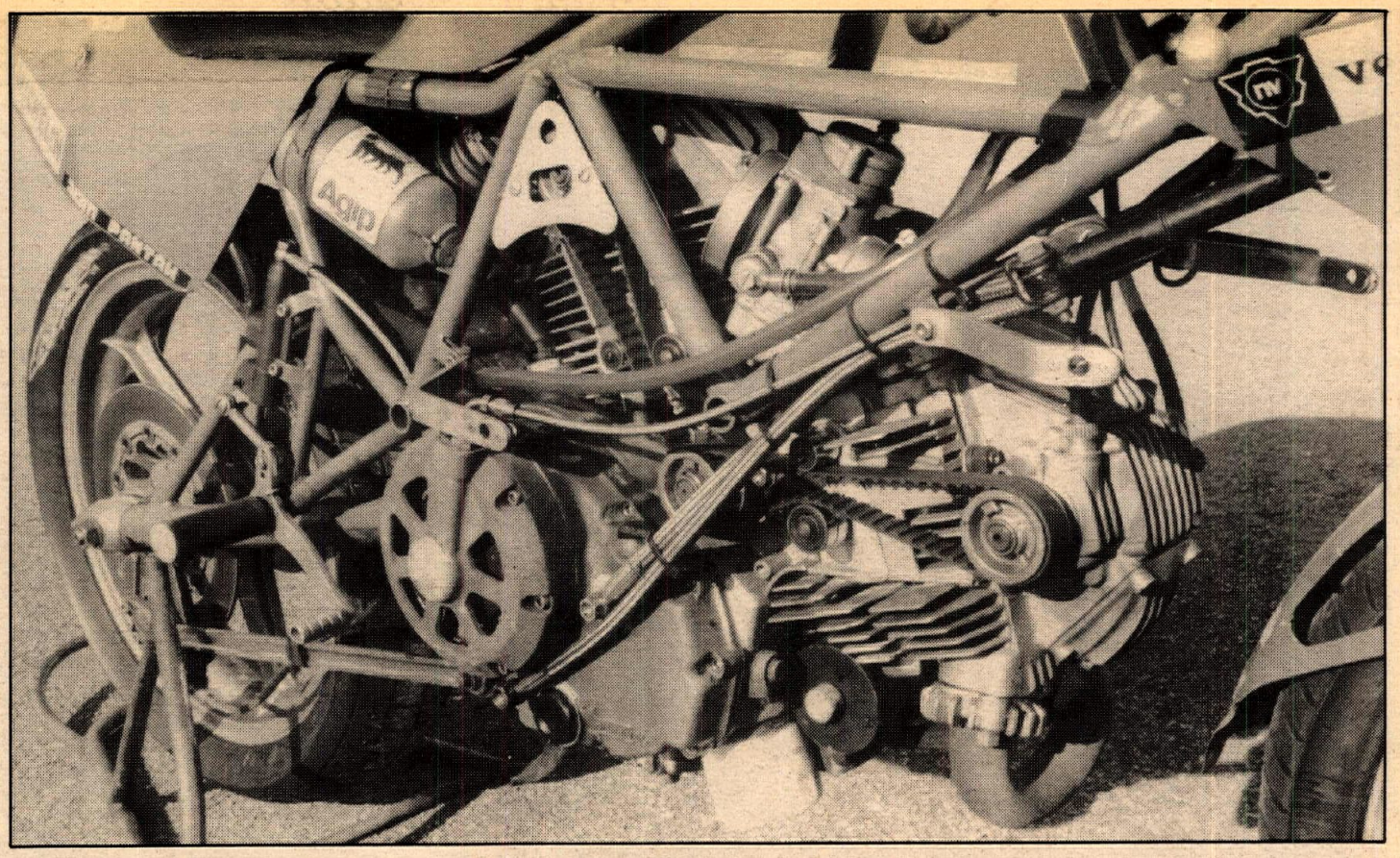
"We use standard 600 Pantah cases with a bolt-on magnesium casing for a hydraulically-operated dry clutch," Farne pointed out to me. "Inside, the engine is so close to the standard road bike it's unbelievable. We only port the heads, fit racing camshafts, high-compression pistons for 10.4:1 compression ratio as compared to the 9.5:1 of the standard engine, and oversize valves: we use a 40.5 mm inlet (the road Pantah has a 37.5 mm one) with 35 mm exhaust (33.5 mm). Valve timing is 67 open/90 close on the inlet, and 101/58 exhaust." Included valve angle is 60°, as standard, compared to the 72° on the older 900 V-twins, which also have expensive and noisy bevel shaft drive to the SOHC desmodromic valve gear. That on the Pantah is by silent toothed belt, which on the TT2 is exposed to the elements, the belt cover having been jettisoned to save weight.

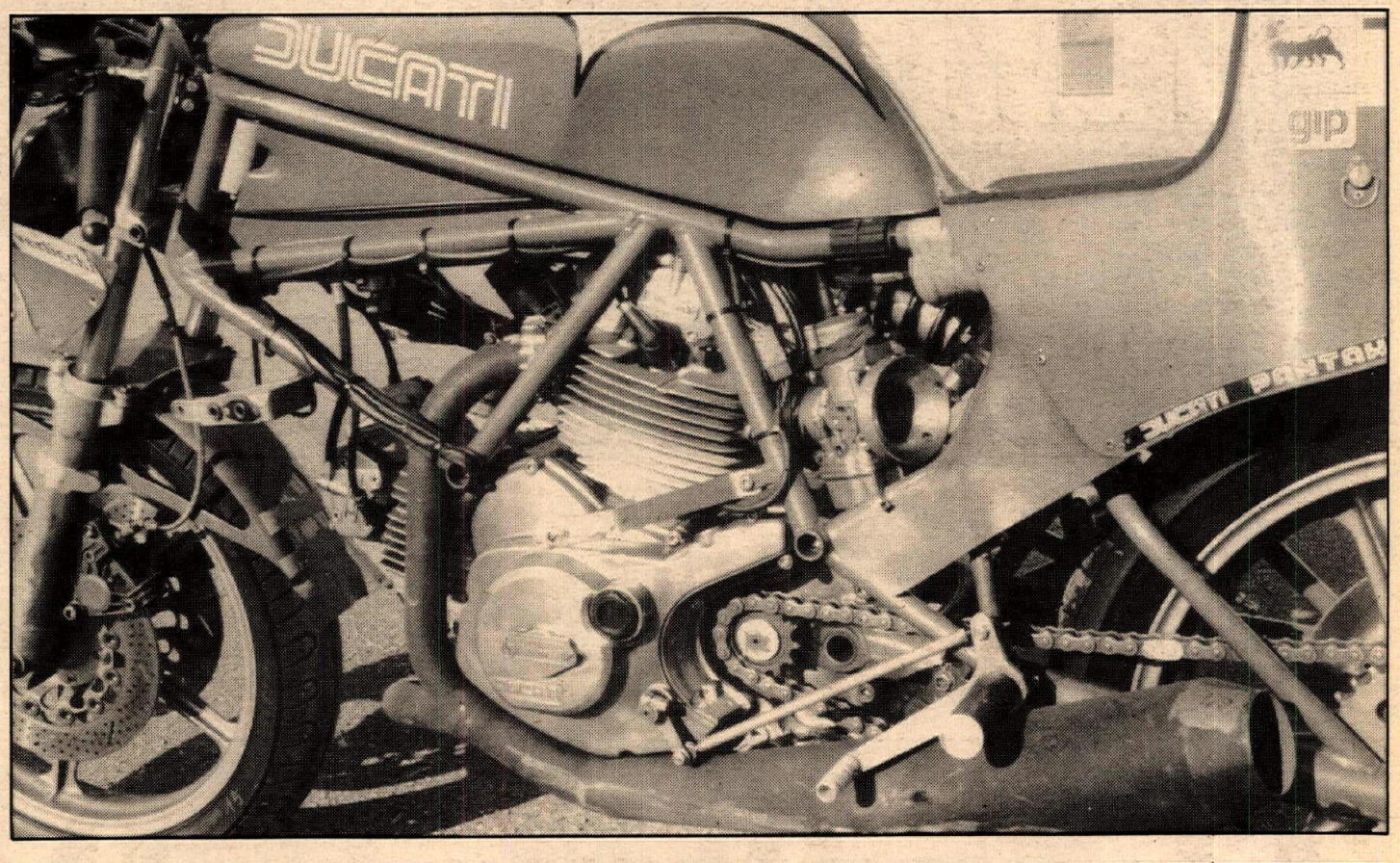
Ignition on the TT2 is by Bosch electronics, firing Champion L81 plugs which are used for both warming-up and racing. The factory runs 32° of ignition advance, and the whole system uses a quite hefty battery mounted in the seat, a far from ideal location which raises the center of gravity but is unfortunately unavoidable. Last year saw the use of a small dry-cell battery which proved inadequate even with a generator fitted; the solution was to fit a bigger wet-cell unit which couldn't be squeezed anywhere inside the tight-fitting frame.

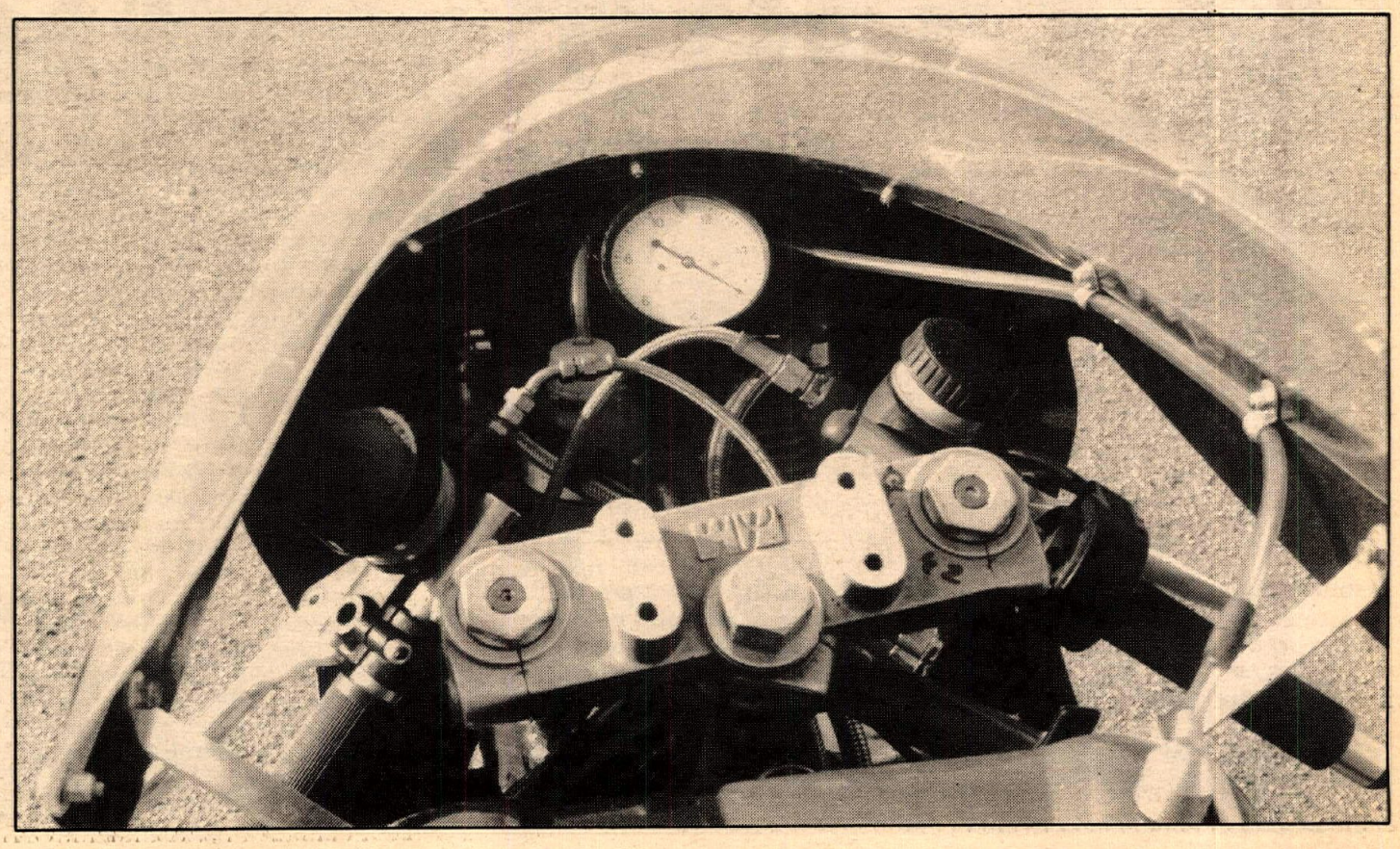
And it's the multi-tube chassis, made by Verlicchi in Bologna, which is the heart of the 600 TT2, Heavily triangulated especially round the steering head and balance point of the bike just above the rear cylinder, the chromemoly unit weighs a scant 15 pounds, including the single-shock cantilever swinging arm. A Marzocchi rear unit was fitted to the bike I rode, with magnesium 35mm front forks from the same manufacturer with magnesium sliders and Campagnolo wheels. Cussich uses a 16" front wheel, with specially-wide forks yokes to accommodate the wider tire, whereas Rutter has always opted for the larger 18" rim and narrower cover as providing better steering on road courses.

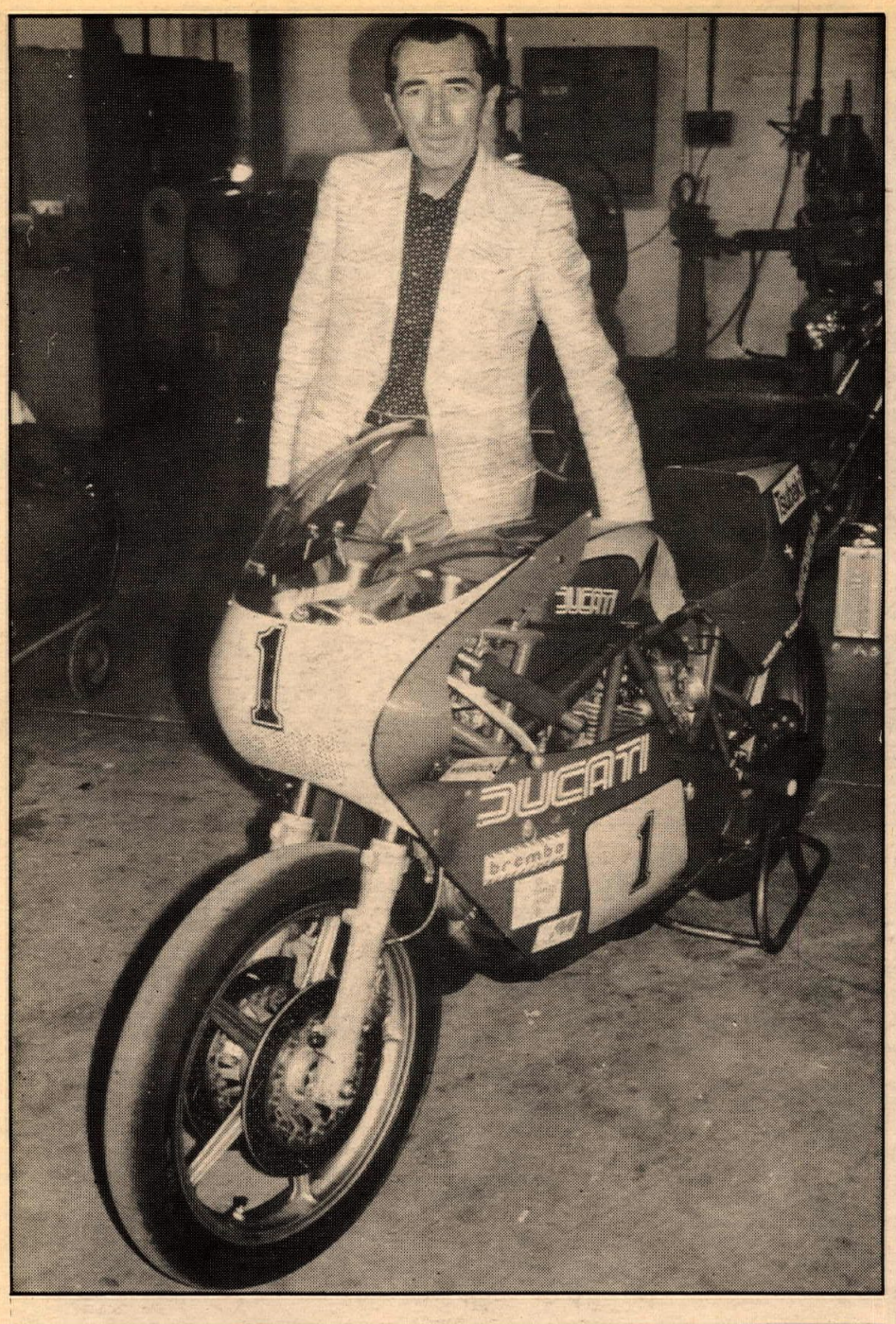
Other differences became apparent when I came to try the bike for size. I've ridden racing bikes with every conceivable type of gearchange (even a hand shift!) bar one: Walter Cussigh's Ducati filled that gap, for he uses a left foot change with reverse pattern one-up, four-down configuration. Even he couldn't tell me why: "I just like it like that!" was the response when I quizzed him. Getting used to it proved a little time-consuming, but that didn't matter, for there were other idiosyncracies I needed to come to terms with before I could begin to ride the 600 TT2 at even eight-tenths of its potential.

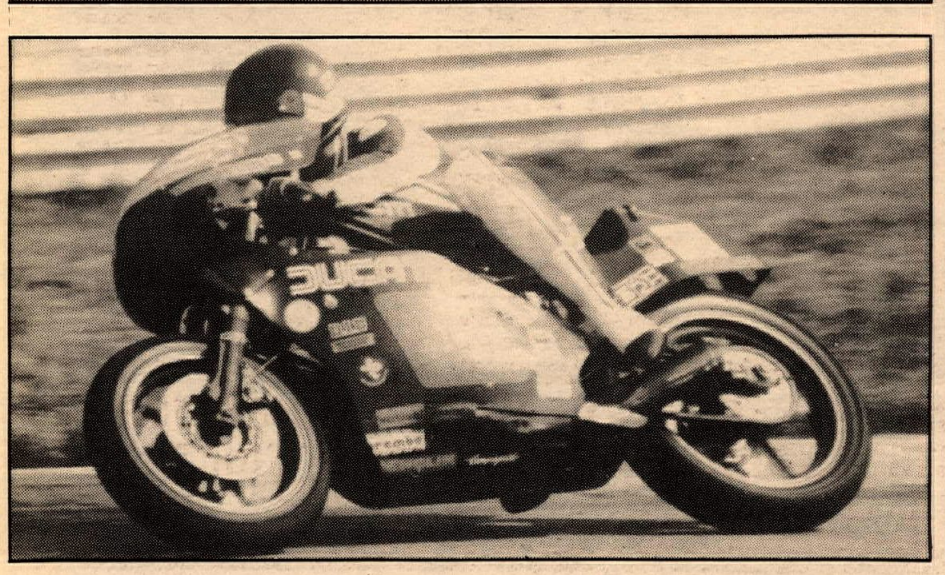
The first thing was its size. Having become accustomed to the rangy (and that's the polite word!) 61" wheelbase of the big 900 Ducatis in the course of my Battle of the Twins racing on Syd Tunstall's bike in the U.S., I could hardly believe how little the 600 TT2 was. Out with the tape measure: 55" wheelbase, a riding position like a TZ Yamaha, dry weight of 282 pounds, including the heavy generator and electric starter required by Italian TT2 regulations (lose 22 pounds straight off if you remove them), and what do you have? A four-stroke racing motorcycle with road-based 600cc engine with a similar power-to-weight ratio to a TZ Yamaha or Armstrong, and a 5,000 rpm revband. Is this not











Specifications

Engine	90° V-twin 4-stroke with 2 valve heads and desmodromic valve gear
Dimensions	81 x 58 mm
Capacity	597.44cc
Power	78 bph @ 10,500 rpm
Carburetion	2 40mm Dell'Orto PHM40
Compression ratio	10.4:1
Ignition	Bosch BTZ electronic with battery
Transmission	5-speed road gearbox with hydraulic 7-plate dry clutch and gear primary
Frame	Multi-tube spaceframe with chromemoly steel with cantilever rear suspension
Forks	35mm Marzocchi with magnesium sliders
Front brakes	Twin 280mm Brembo discs with Brembo calipers
Rear brake	Single 260mm Brembo disc with Brembo caliper
Front wheel/tire	16" Campagnolo with 3.25-4.50 x 16 Michelin
Rear wheel/tire	18" Campagnolo with 14/68 - 18 Michelin
Dry Weight	282 pounds with generator and electric starter
Top speed	145 mph

really my ideal racing motorcycle, I began to ask myself . . .?

The sculptured alloy fuel tank sits inside the spaceframe, allowing you to tuck your knees around it: Cussigh is only two inches shorter than me, so I found the riding position almost ideal, if a little cramped. The ultra-slim fairing allows the bike to present a very narrow profile, undoubtedly a factor in its amazing straightline speed, but you must be careful to squeeze those knees tight into the tank on the straights, else precious mph are lost in increased drag. It's not a tall person's bike any more than a TZ is, but you can make do. I did!

Farne fired up the 90° V-twin engine using the self-starter with the aid of a slave battery; the Italian TT Formula rule that you have to have the original means of self-starting fitted as on the road bike on which the bike is based is a good one, since it rules out the use of racing engines such as TZ Yamahas and Aermacchis. On the other hand, there's no carburetor rule, so "my" bike was fitted with 40mm Dell'Ortos as compared to the 36mm units Tony Rutter has to use.

After warming the engine up for just two to three minutes on such a hot day, Farne gave me the all-clear after testing the oil temperature with a hand on the oil cooler mounted in the nose of the fairing. I notched first gear on the standard road gearbox, and set off. Accelerating out of pit lane I noted at once the wide power band and precise gearchange; you must count the gears since once in top gear lever doesn't go floppy to let you know you're there, and a couple of times to start with I found myself stabbing for a non-existent sixth gear.

The engine is amazing: it pulls cleanly from zero revs, with no hint of megaphonitis from the two-into-one open pipe. By the time the white-faced Veglia revcounter hits 6,000 rpm the cams are beginning to do their stuff, and there's good strong power all the way up to peak revs of 11,000. Maximum torque is produced at 7,500 rpm, and peak power of 78 bhp at the rear wheel at 10,500. It's truly and exceptionally easy bike to ride, though it was noticeable that once I got the engine buzzing at around 9,000 it was almost like sticking it in overdrive — there seemed to be an extra dollop of power at the top end of the rev range.

These characteristics make the 600 TT2 Ducati a bike for all circuits. On a road course like the IoM or the Ulster you can use the engine's flexibility and drive through sections in the same gear, concentrating on the corners and giving the motor an easier time over the bumps. But come to a purpose-built track like Misano, and you can gear it like a stroker to keep the engine buzzing at or near peak revs for maximum performance, as I'd observed Cussigh doing the day before in winning his race comfortably. At frst I tried to ride the Ducati the same way, but could only pull 9,500 rpm down the main straight, which is one reason he's a TT2 champion, and I'm not! Then I realized that all the gear-changing I was indulging in was probably unnecessary, and started using the torque and wide powerband of the Bologna twin to full advantage. Reducing the number of gear changes and squirting the bike between corners not only made for easier riding but also cut down my lap times. As Norton's Joe Craig once said: "All the time you're changing gear, you're not going anywhere." The 600 TT2 proved him right, but it required mental effort to keep reminding myself not to change gear, and let the engine do the work between corners.

The multi-tube frame complemented the engine perfectly, providing safe, sure handling through Misano's twists and turns. The mono-shock rear suspension wasn't really tested except over the joints of the resurfaced sections, but must have been a joy to ride over the Isle of Man bumps with. Braking was superb, the twin 280mm floating front Brembo discs hauling the bike down from 9,500 in top down the back straight—around 135 mph—from within the 200 meter board for the second gear left hander at the end. I did find it difficult to use the rear brake, though, for the simple reason that the lever was tucked in too close to the frame on the right side for easy access by my size 9 boot.

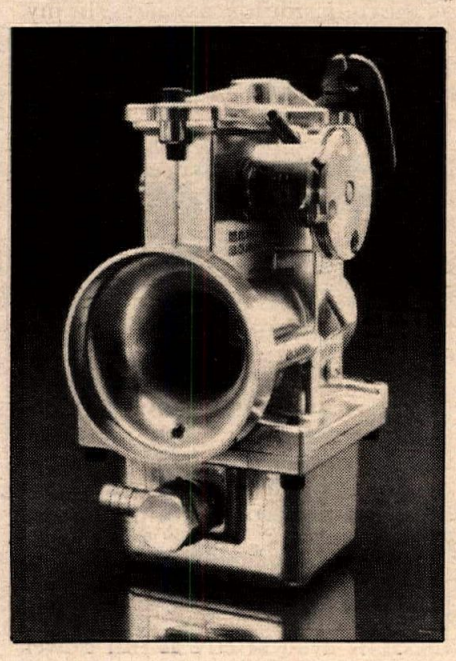
The only really negative factor surrounded the use of the 16" front wheel. Going into a corner a fraction too fast, I grabbed the front brake to knock off some more speed, and had the bike sit up on me and understeer straight on. Having sorted out the ensuing moment, I deliberately did the same thing the next lap, with similar results. Having been designed for an 18" front wheel, the frame doesn't take kindly to use of the smaller diameter rim, and the works bikes have since been converted back to the original spec. With such good weight distribution, the bike doesn't need the smaller wheel to stop the front from becoming unglued in corners.

Otherwise, the 600 TT2's handling was pretty impeccable; coming out of the slow chicane before the pits it'd shake its head briefly as full power was applied and the front wheel got light. But a combination of the frame characteristics and adjustable Paoli steering damper tucked close into the tank soon sorted out the wiggle. And rushing into the next right hand sweeper after the pit straight, the Duke powered its way round hard on in fourth gear without the trace of a wobble, in contrast to the big TT F1 multis the day before which had tied themselves in knots on this demanding curve.

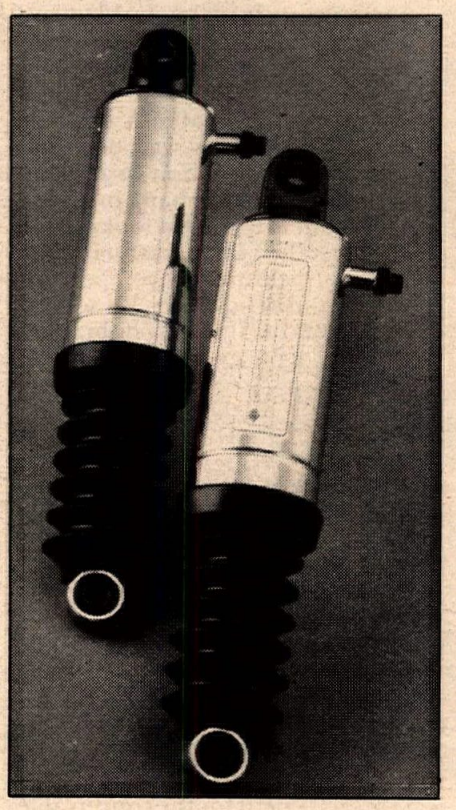
After 20 laps or so aboard the 600 TT2, I'd come to respect it for what it is: almost certainly the best all-round racing motorcycle in the world today. A languidly-waved checkered flag from Franco Farne signalled the end of my test session, but as I trundled gently into pit lane after a slowing down lap, the place was deserted. Resisting the temptation to ride off into the sunset so as to hang on to the bike permanently, I went looking for people. Just then there was an uproar from the trackside office; peering inside I found a flickering TV set and a dozen ecstatic Italians embracing each other. You guessed it: Italy 3, Brazil 2!

In addition to the five dry-clutch works specials, the Ducati has released 20 wet-clutch replicas of the TT2 to various approved dealers around the world. A further batch of 20 600s and 20 750cc versions (for the new TT Formula 1 regulations with reduced upper capacity limit) are also in the pipeline, but in the meantime England's Steve Wynne plans a batch of 10 'replica replicas' with frames made by Harris Engineering and standard Pantah engines modified to works spec. Whatever, it looks as if the burgeoning TT F2 class will continue to be a Ducati benefit for the conceivable future, since as Broccoli's Mugello exploits showed, even sleeving the engine down to 500cc as will be required in 1984 doesn't knock much off the performance. Who knows — we might even see an Italian rival to the NR500 Honda for leading four-stroke in the 500cc GPs! And all this achieved with a basically standard road engine with a few very clever modifications. No wonder Dr. T. is a legend in his own lifetime. •

NEW PRODUCTS



Qwiksilver carburetors utilize a guillotine slide design for high air flow velocity to give a better air/fuel mix providing cleaner combustion of fuel and greater economy. The carbs are self-compensating for changes in altitude because of the guillotine slide and large venturi.They are easy to adjust. The Qwiksilver comes in 32 to 40mm sizes and are priced at $135 for a single carb and $580 for the four-bank with mounting brackets. Contact Edvac Corporation, Dept. CN, 7146 Santa Fe Ave. East, Hesperia, CA 92345.



Harley-Davidson has air shock absorbers for use on its FXR and FXRS Super Glide II models. In addition to being air adjustable up to 50 psi, the shocks feature four-position adjustable damping to compensate for various loads and riding styles. The $149.95 kit includes two chrome air shocks, spacers, instructions and fits all Harley FXR models. See your Harley dealer for more details.

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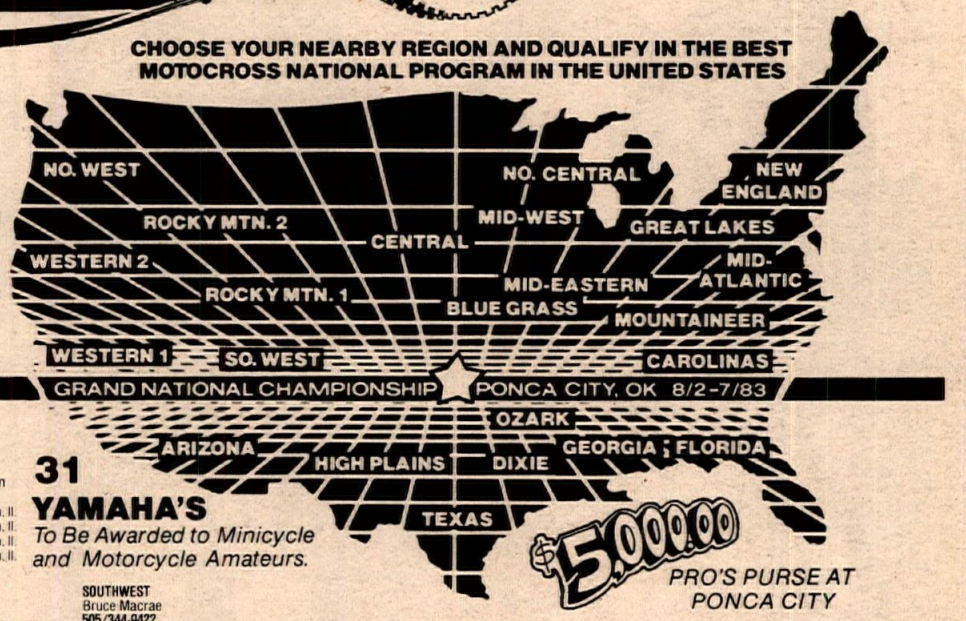

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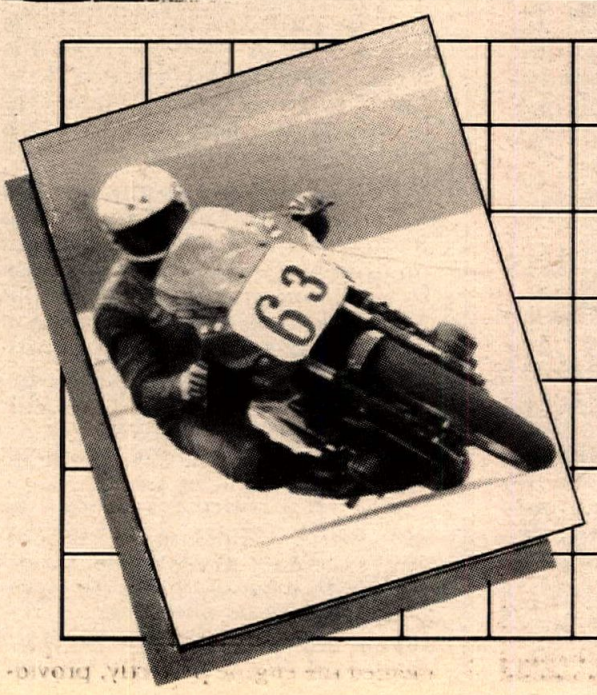

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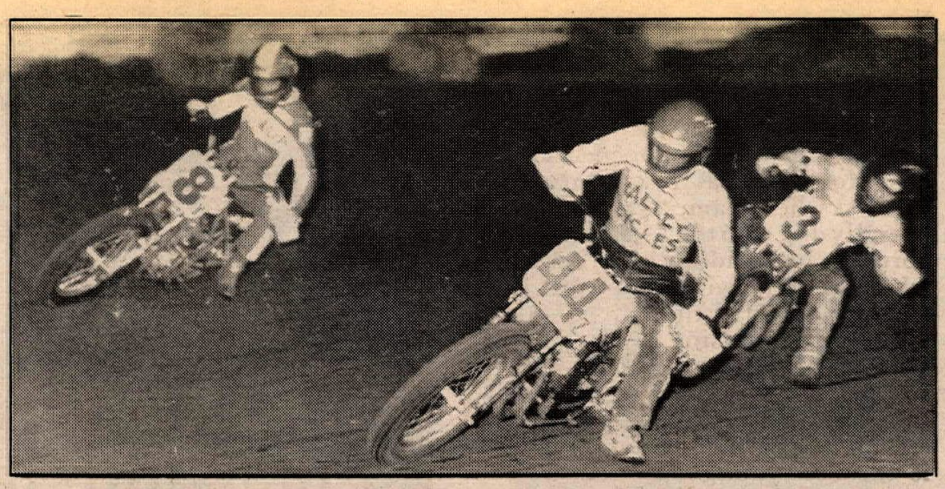
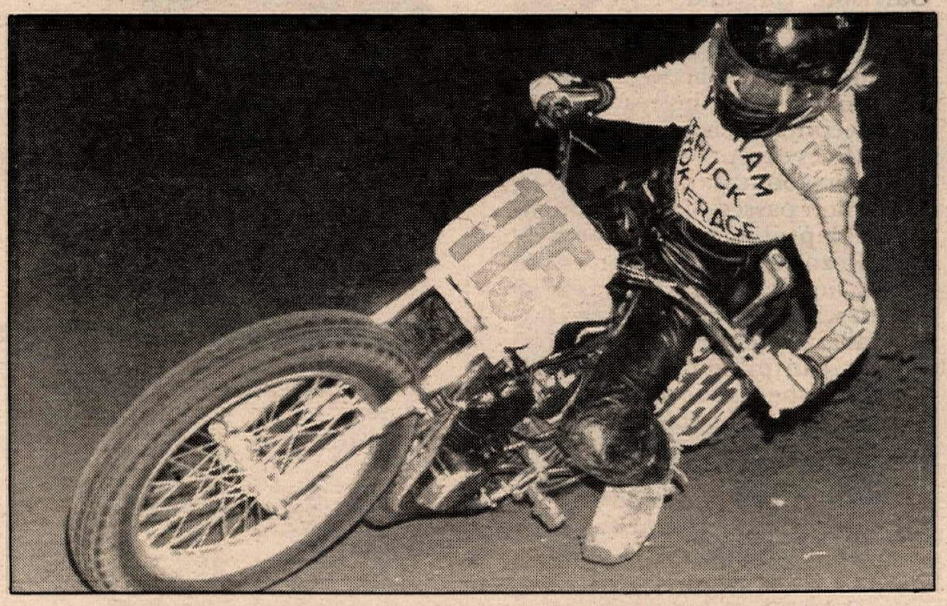
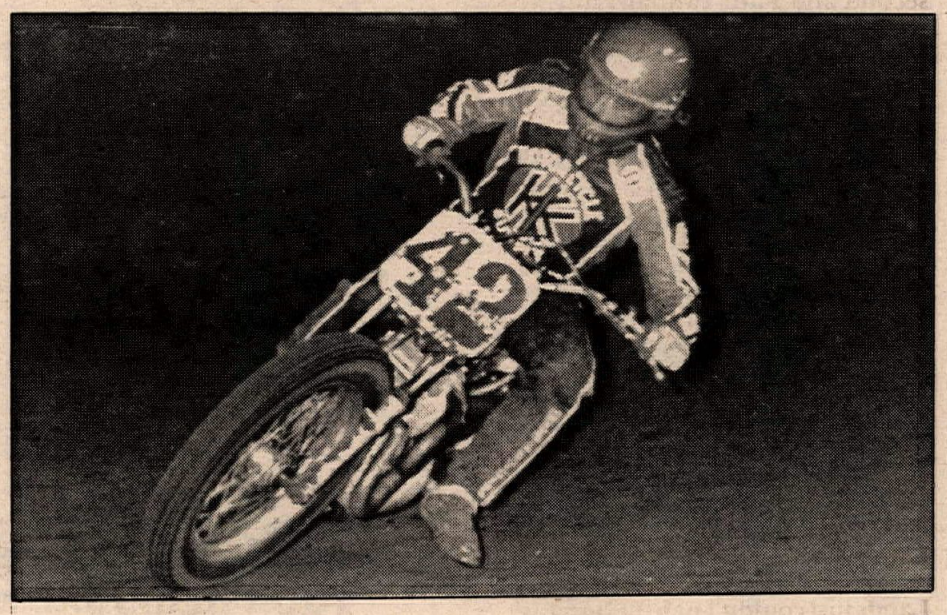
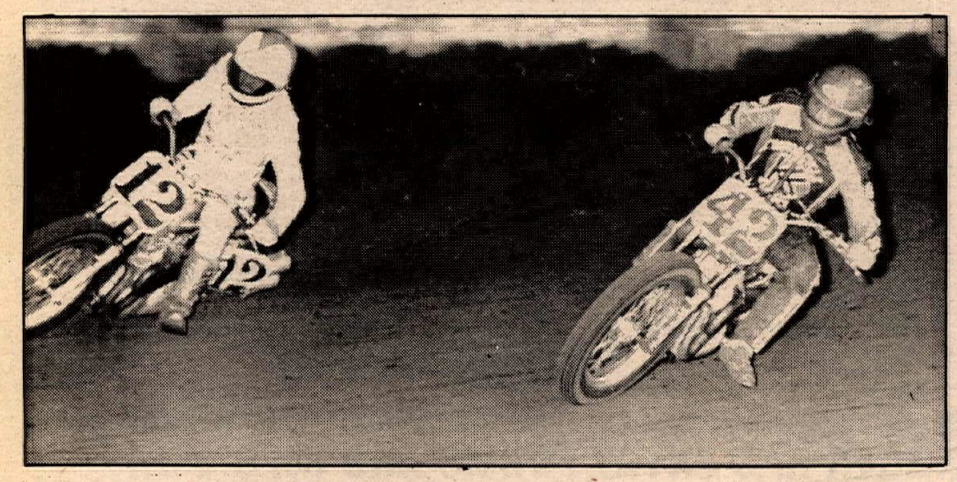


(Above) David Caballero (44Z) leads Junior winner Doug Chandler (8Y) and Robert Land. (Below) Novice winner Frank Wisham. (Bottom) Morehead on the gas in the south turn.





(Above) Steve Morehead gets excited in the Gardena Gold Cup winner's circle. (Below) Morehead and Ted Boody duke it out on the half mile.



Morehead, Chandler, Wisham rule Ascot Gold Cup

By Maureen Lee
Photos by David Stroman

GARDENA, CA, APR. 8

Top local rookie Pete Hames kept his winning streak going this evening, making it seven in a row when he won his heat in the 11th Gardena Gold Cup, but it was Ohio's Steve Morehead who, arriving like Caesar in Gaul, came, saw and conquered.

Fastest Expert trialer was Mike Garrison with 22.29 on a soggy wet track. He had the pole first heat and he, Chris Cannon and Morehead all arrived in turn one together. Morehead got off in turn two, but was able to get up and finish the race. Garrison hung onto first with no problems; he was definitely having a better evening than last week when he fell twice. Mike Inderbitzin passed Cannon, the three of them becoming the direct transfers with Emory Gray working hard at catching Cannon.

Second heat, Pete Hames tore off into the lead with Keith Day, now owner of a national number, right behind. For a while Tom McCullough was with them, but Hames and Day pulled away. This was the fastest heat and gave Hames his seventh straight Ascot season win. Could he go on to be first man ever to win the Gardena Gold Cup as a Novice, Junior and Expert?

Ted Boody went to the front of heat three with Tim Mertens, Matt Rozowicz and Mike Minnig right on him. Mertens had the hard luck to get off in exactly the same spot Morehead had, and Eric Swanson did an easy slide-out in the north turn. Boody came around to take first, second was last year's top Junior from the east coast, Rozowicz, and Minnig became the last direct transfer.

The semi rolled up to the line and had a restart. Rod Sullivan shot out of the pack on the restart followed by Morehead, Mertens, Scott Podergois and Gray. A few laps down, Sullivan left the door open, and Morehead, who had just been sitting there waiting, went through it.

The riders ran fairly tightly for a while then shook apart with Morehead looking so good his fans had him picked for the big win.

Mike Garrison chose the inside pole lineup for the Trophy Dash, then came Morehead, Mertens and Hames. Garrison led the charge, then Mertens, Morehead and Hames. Morehead was flat moving, flying by Mertens as they took the white flag, then, with all the experience really showing, he shot through turns three and four and beat Garrison to the checkered flag. Third was Mertens and fourth Hames.

As the Gardena Gold Cup is a Gardena civic function as well as motorcycle race, the Motorsports Man of the Year was popular "Mr Ed" Ferro, four-time Ascot figure-eight champion. He was given his award from the Gardena Chamber of Commerce.

Continuing on with the Expert main. Garrison again grabbed the lead, but Pete Hames blew by in turn two, and at the end of lap one they were running Hames, Ted

Boody, Morehead and Garrison. Morehead took a good run at Boody with some side-by-side racing going on before Morehead made his move coming out of turn two.

Next lap things happened very fast; Morehead was making his bid for first when Hames' front wheel literally dug into the Ascot surface, abruptly high-siding him, Boody, who was right with them, missed him. Hames had the hair-raising experience of raising his head and seeing the whole pack coming straight at him. All being Experts they missed him, but that was the end of the evening for Hames, who is the best young dirt tracker to come out of Southern California for many a season.

Then it was Morehead, Boody, Garrison, Day and, nose to tail, Mertens and Cannon. Morehead just kept on going on that big Harley putting distance between himself and Boody with the rest of them just keeping even spaces between themselves except for the close race going on about sixth spot.

Cannon passed Mertens, and for several laps it wa a real go between Day, Rozowicz and Cannon as they then struggled over who was to get fourth with Rozowicz taking it.

Eddie San Roman earned the pole in the Junior main with Doug Chandler the fastest trialer at 23.74 next to him. Chandler and Larry Earhart were the transfers from heat one, Eddie San Roman and Mike Kirby from the second and from the third Dave Caballero and Bob Land.

Bud Carroll took the Junior semi start to finish with Don Roberts second and Paul Iwanaga and Joe Knight the other transfers. Knight, who was aboard a motocross Suzuki, entertained the crowd with a couple of slides up to the hay bales while still turning in a good ride, the wet track giving his bike a distinct advantage.

San Roman had the early lead in the main for several laps followed by Caballero and Land. They caught up with him and for a bit they were doign some good threesome racing until Doug Chandler arrived. Chandler got through them and took over the lead spot.

It was rough racing, not by the riders, but because of a track surface, with lots of bobbles and kicked-back legs. Once Chandler and his Honda had the lead they kept it. Bob Land, on a bigger H-D, made a real charge at him in the last four laps, Lands just couldn't nab the fleet little Honda.

The Novices had a restart in the main too when Jeff Springman got left on the line. He was to go out eventually with a broken engine. Frank Wisham dashed off first and that's where he stayed. Earlier his heat had been the fastest Novice heat of the year. Behind were Greg Nelson and Mike Arthur. As the laps went down, Don Griggs got off in turn two, and with Wisham still safely in front, Darren Hulbert came up through the gaggle to take a firm second followed by Mike Arthur and Chad Felicio. •

Results

TROPHY DASH: 1. Steve Morehead (H-D); 2. Mike Garrison (H-D); 3. Tim Mertens (H-D); 4. Pete Hames (H-D).

NOV MAIN: 1. Frank Wisham (Yam); 2. Darren Hulbert (Kaw); 3. Mike Arthur (Yam); 4. Chad Felicio (Kaw); 5. Greg Nelson (Yam); 6. Bob Beer (Yam); 7. Randy Bird (Yam); 8. Ken Barrow (Yam); 9. Jeff Springman (Yam); 10. Don Driggs (C-A).

JR MAIN: 1. Doug Chandler (Hon); 2. Bob Land (H-D); 3. Dave Caballero (C-A); 4. Don Roberts (H-D); 5. Larry Earhart (H-D); 6. Mike Kirby (Tri); 7. Ed San Roman (C-A); 8. Bud Carroll (H-D); 9. Joe Knight (Suz); 10. Paul Iwanaga (Hon).

EX MAIN: 1. Steve Morehead (H-D); 2. Ted Boody (H-D); 3. Mike Garrison (H-D); 4. Matt Rozowicz (H-D); 5. Chris Cannon (Yam); 6. Keith Day (H-D); 7. Mike Inderbitzen (H-D); 8. Tim Mertens (H-D); 9. Mike Minnig (H-D); 10. Tom McCullough (Tri); 11. Rod Sullivan (H-D); 12. Pete Hames (H-D).

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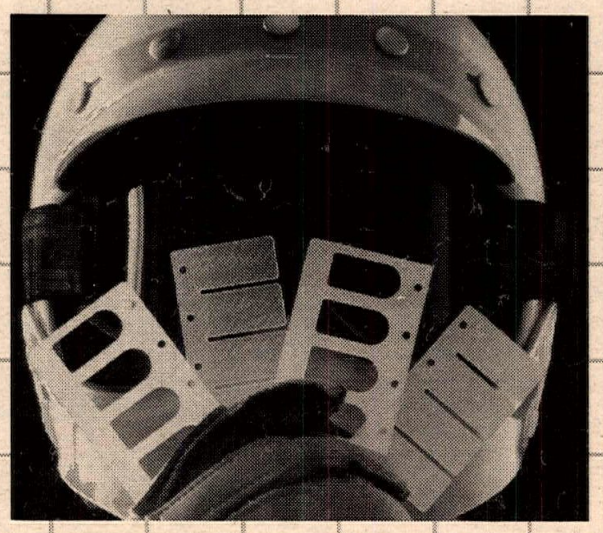

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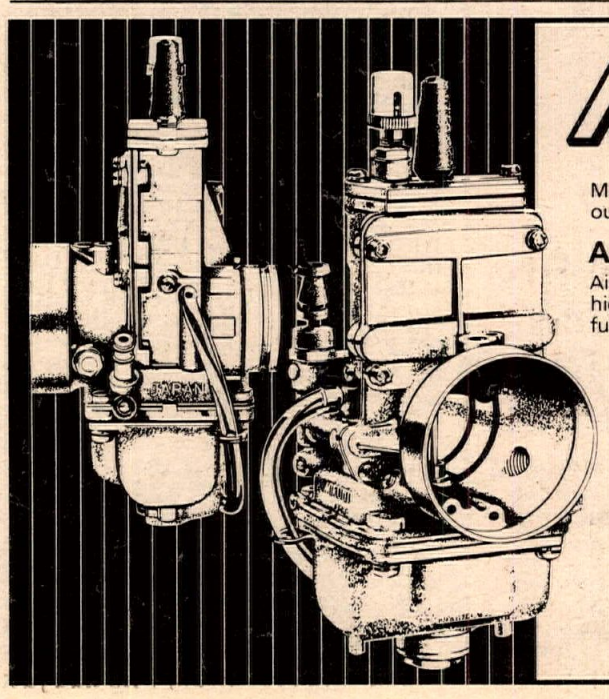

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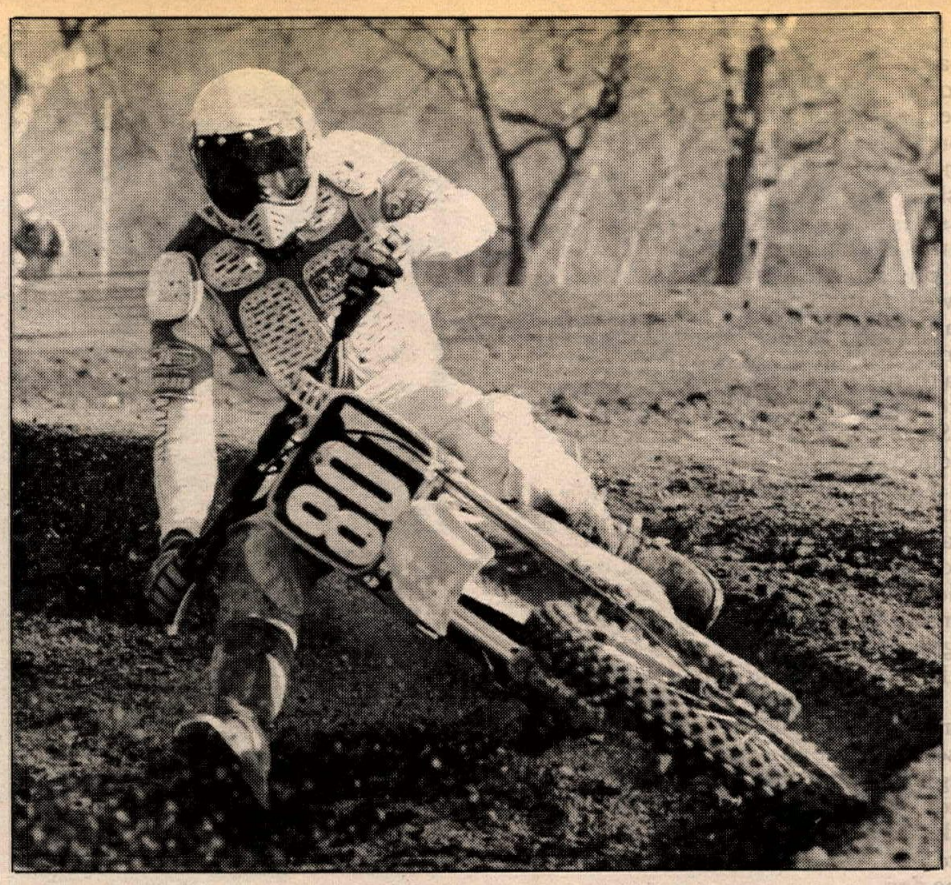
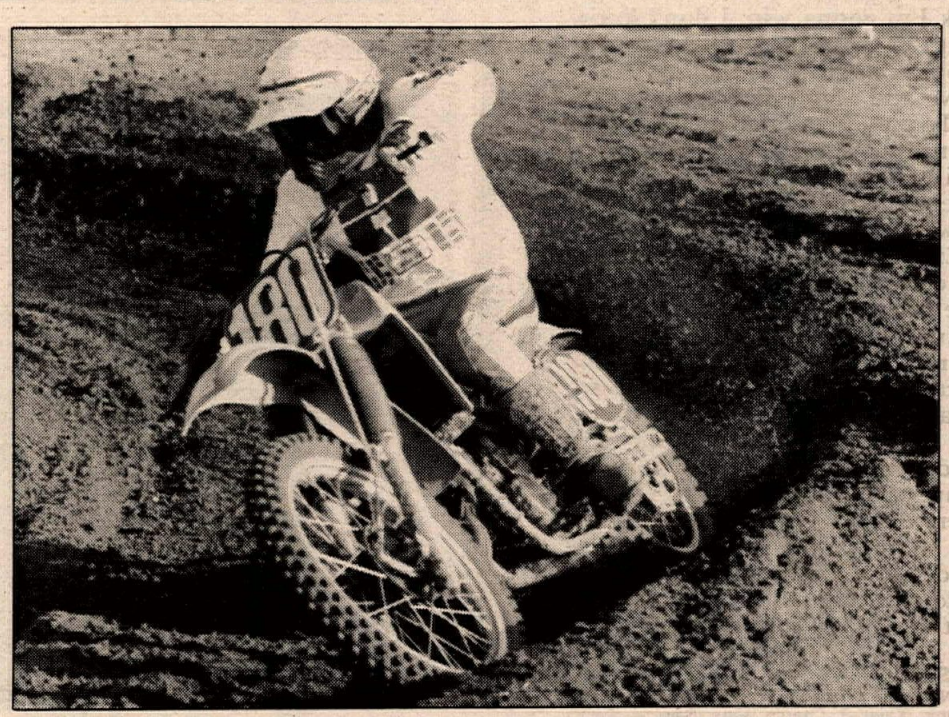


(Left) Dennis Hawthorne braves a roost on the way to the Open Expert win. (Above) Roger Brown took money in two Expert classes. (Below) Action in the 125cc Intermediate class. (Lower left) Carroll Richardson took second in the 125cc Expert class. (File photos.)



Texas Series: Round 2

Semar, Rakestraw, Hawthorne tops in Texas Series Pros

By Joe Milian
Photos by Pat McClure
HOUSTON, TX, APR. 3

Texas' largest city was host to the state's oldest and most venerable set of motorcycle races as Grady Walling's Rio Bravo circuit was the site of the second contest in the five-meeting Texas Series.

Excellent Easter Sunday weather and near perfect track conditions provided for some close racing and the appearance of some new names in the top five in several classes. Billy Whitley, Ty Carter, Billy Richard, Jason Schultz and Chris Gullaksen continued their winning ways in the Novice classes as did Kit Vick, Skipper Beavers and Troy Rapp in the Intermediates.

Alley Semar made his presence felt in the 125cc Expert class by parlaying two second place finishes into top money overall in something of an upset over Bryan Abernathy and Carroll Richardson. Outstanding rides in the second moto by both Abernathy and Danny Storbeck could not compensate for poor first heat performances, and although each collected cash on the second ride, neither figured in the overall placings. Richardson finished second and steady Greg Fouts managed a strong third to keep his series hopes in good shape.

Responding to some good natured ribbing at the post race payout, Nick Cordova assured those in attendance that he is not "yellow." Cordova won a heated confrontation with Mark Rakestraw in the first outing in the 250cc Expert class and then was nowhere to be found in the subsequent moto. "Hey, nobody calls Cordova yellow. Brown maybe, but never yellow. My lower shock mount bolt worked loose on the first lap and left me sitting on the frame, otherwise I would have smoked 'em just like I did in the first moto," Cordova commented with a wink.

Dennis Hawthorne was also the picture of composure as he explained his poor performance in the second moto of the 250cc Experts. "I got knocked down in the first turn and had to work my way back up (to an eventual 10th after finishing fourth in moto one), it was rough." When queried as to who the responsible party might have been, Hawthorne replied diplomatically, "I'd rather not say. He made a dumb mistake but everybody makes mistakes, I'll just have to watch that guy from now on."

Hawthorne suffered no such embarrassment in the Open Expert class as he guided his Husqvarna to the premier placing in that division. After taking second overall in the 250s, Roger Brown needed only to pass Hawthorne in the second heat of the big bike clash to capture second in that class as well. It proved to be a tougher task than Brown had considered as he followed Cordova and Hawthorne to the checkers for third place money. "I guess I need to go back and practice my starts. I'm just not getting the drive out of the box that I need to compete with these guys. I was just glad to be in the first five in the last moto (of the Open Experts)," Brown noted at the end of the day.

Mark Rakestraw must feel that the honeymoon is over as the newlywed Yamaha veteran has returned to professional action after a brief interlude. Rakestraw garnered a solid fourth in the smallest money class and then managed to emerge victorious in the 250s after some extremely tough dicing with Cordova, Brown

and a resurgent Larry Hughes.

Tommy Pavelka, the new KTM dealer in Temple, returned to competition today but his long absence from the track was apparent as he finished well back in both motos. Russell Miksch, Scooter Bates, Ronnie Hermann, and Richie Hull also put in fine performances that allowed them to take home cash.

San Antonio's Joe Marcucci emerged from a slight slump by taking a third place in his division of the 250cc Novice matchups. John Fricke and Steve Cooke led the way ahead of Marcucci, and Ty Carter and Bobby Poe were the frontrunners in the other division.

Darrell Mahalec won the initial moto of the Open Novice class but could only muster a third in the second as Brian Darnell took home the gold.

Billy Whitley continued his mastery in the Minibike wars, but not before being sorely pressed in two classes by Eddie Vreeland and Terry Pringle. Whitley finished first in Mini Senior, Minibike 105cc, and Mini Stock. His battle with Vreeland in the 105cc affair was one of the highlights of the day.

Wyatt Seals found himself in the runnerup position in the Open Intermediate class for the second consecutive week, but tersely stated that "next week I'm gonna win. I don't know what I'm gonna have to do, but I'm through with second place." Bill Howe and Shane Beavers will certainly play a role in that scenario when it unfolds next week at Conroe.

Billy Click, who is rumored to have come over on the Mayflower, showed his rear knobby to the Over 30 Experts in the first heat and then was content to follow Darwin Huckabee around the course in the second.

Huckabee's last place in the opening moto was only good enough for fourth overall. David Hubbard, sporting a black eye of questionable origin, was second and Roger Olson was third. Troy Rapp had no appreciable competition in winning the Over 30 Intermediates. Good old Jim Smith was second and Dennis Fisher was third. Steve Eeds rode superbly in moto one, but a second round fall kept him out of contention. •

Results

MINI MINI: 1. Jason Schultz (Kaw); 2. Colin Edwards (Kaw); 3. Charlie Winn (Kaw); 4. Pedro Vallejo (Yam); 5. "Crispy" Vreeland (Kaw).

MINI JR: 1. Chris Gullaksen (Kaw); 2. Sean Cook (Yam); 3. Pedro Vallejo (Yam); 4. Jason Schultz (Kaw); 5. Shawn Hampton (Kaw).

MINI SR: 1. Billy Whitley (Kaw); 2. Scott Thomas (Kaw); 3. Michael Merlo (Kaw); 4. Jason Langsford (Kaw); 5. Eddie Vreeland (Kaw).

MINIBIKE 105: 1. Billy Whitley (Kaw); 2. Eddie Vreeland (Kaw); 3. Vincent Rizzo (Kaw); 4. Jason Langford (Kaw); 5. Steve Hill (Kaw).

MINI STK: 1. Billy Whitley (Kaw); 2. Scott Chesser (Kaw); 3. Jason Langford (Kaw); 4. Scott Thomas (Kaw); 5. Aaron Foreman (Kaw).

125 NOV A: 1. Ty Carter (Kaw); 2. Terry Pringle (Kaw); 3. Jeff Arnold (Kaw); 4. Rocky Carter (Kaw); 5. Kevin Nobles (Kaw).

125 NOV B: 1. Billy Richard (Kaw); 2. Chad Parker (Yam); 3. Russell McCartney (Kaw); 4. Lee Hawthorne (Kaw); 5. Carl Christoph (Hon).

250 NOV A: 1. Ty Carter (Kaw); 2. Bobby Poe (Yam); 3. John McDonald (Suz); 4. Ron Prince (Yam); 5. Chris Black (Yam).

250 NOV B: 1. John Fricke (Yam); 2. Steve Cooke (Yam); 3. Joe Marcucci (Yam); 4. Tony Lasater (Kaw); 5. Keith Darrow (Suz).

OPEN NOV: 1. Brian Darnell (Hus); 2. Darrell Mahalec (Hon); 3. Kevin Rivers (Suz); 4. Bruce Dugan (Suz); 5. Ronny Ruyle (Hon).

125 INT: 1. Kit Vick (Kaw); 2. Wendell Trigg (Yam); 3. Jerry Moody (Hon); 4. Bruce Wagnon (Yam); 5. Skipper Beavers (Suz).

250 INT: 1. Skipper Beavers (Suz); 2. John Pollard (Suz); 3. Robert Felix (Hon); 4. Jerry LeBlanc (Suz); 5. Rodney Wallace (Yam).

OPEN INT: 1. Bill Howe (Kaw); 2. Wyatt Seals (Hon); 3. Shane Beavers (Suz); 4. Brad Mills (Yam); 5. Ray Posgay.

OVER 30 INT: 1. Troy Rapp (Yam); 2. Jim Smith (Yam); 3. Dennis Fisher (Suz); 4. Tony Moseley (Yam); 5. Charlie Pigeon (Kaw).

OVER 30 EX: 1. Billy Click (Hon); 2. David Hubbard (Hon); 3. Roger Olson (Suz); 4. Darwin Huckabee (Hon); 5. Tim McCaskill (Kaw).

125 EX: 1. Alley Semar (Yam); 2. Carroll Richardson (Kaw); 3. Greg Fouts (Yam); 4. Mark Rakestraw (Yam); 5. David Jones (Kaw).

250 EX: 1. Mark Rakestraw (Yam); 2. Roger Brown (Yam); 3. Richie Hull (Yam); 4. Ronnie Hermann (Hon); 5. Larry Hughes (Hon).

OPEN EX: 1. Dennis Hawthorne (Hus); 2. Nick Cordova (Hon); 3. Roger Brown (Yam); 4. Scooter Bates (Hon); 5. Russell Miksch (Mai).

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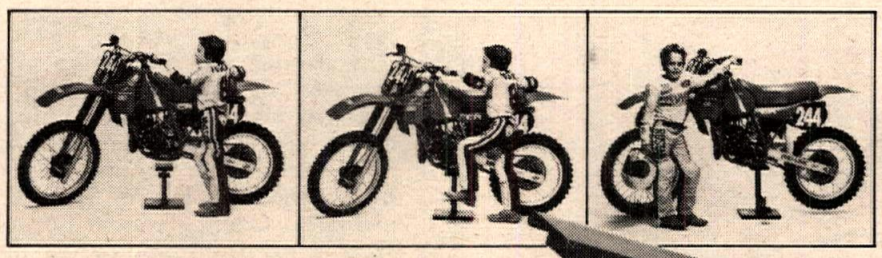

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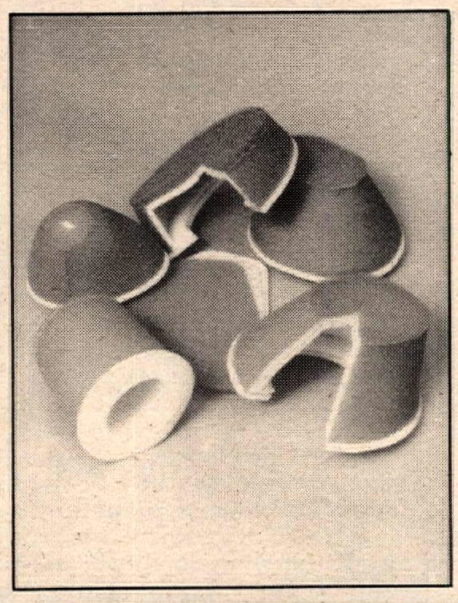

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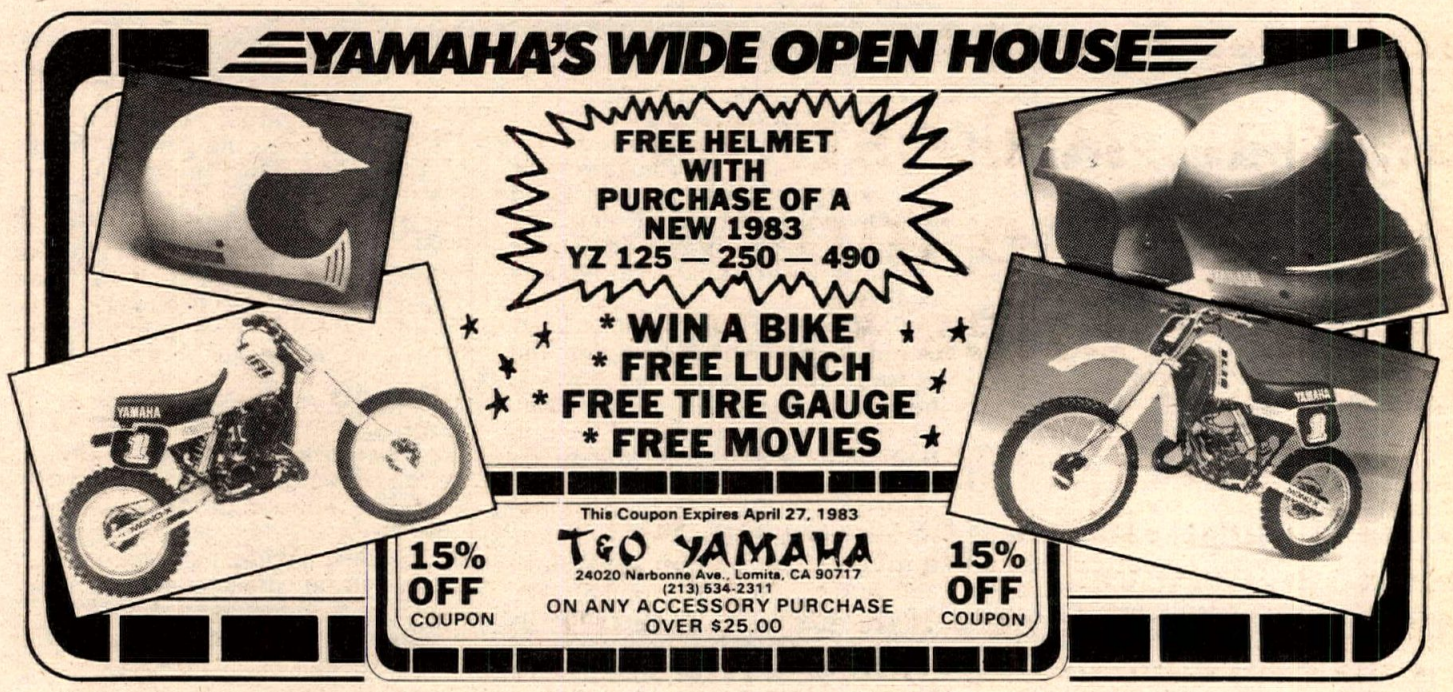

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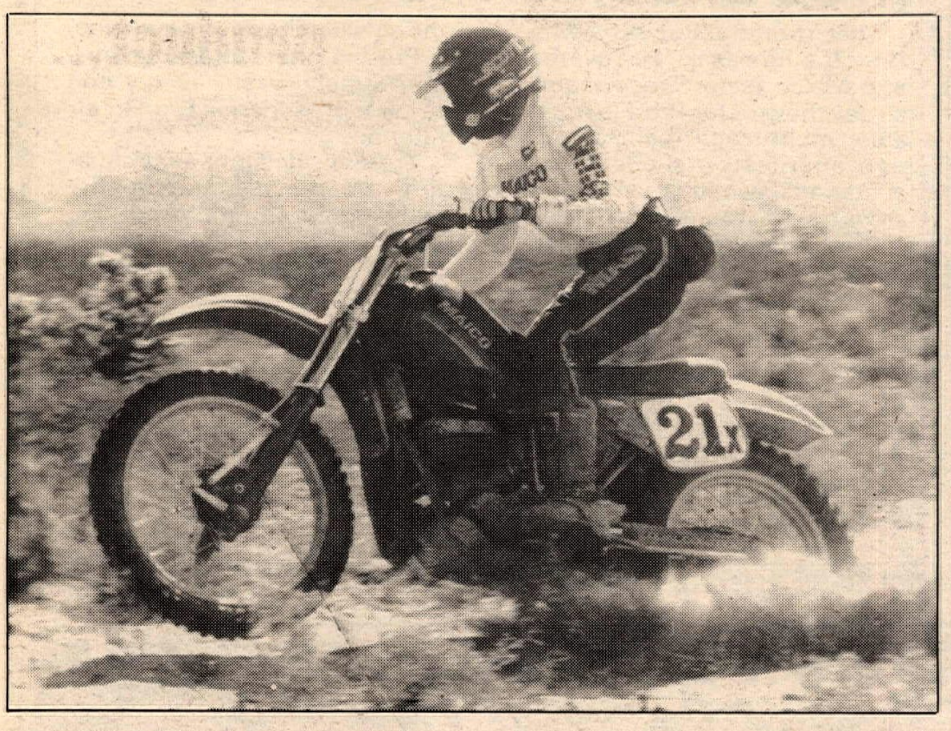


(Above) Chris Crandall won the Rovers H&H on a borrowed Honda.
(Below) Kevin Welch took the overall in the Silver City hare scrambles.

Crandall cops Rovers' D-37 H&H

By Shirley Upp

RED MOUNTAIN, CA, MAR. 27

Honda-mounted Chris Crandall took the lead only a few miles from the finish of the ninth annual Rovers Boner Run, but he had it when it counted, taking the checkered a few seconds ahead of Cory Timms in a race held to benefit Rescue 3.

Eight miles out it was Lee Scheffers (Hon) in the lead. Timms came by second with Phil Cloward third. Mike "Downhill" Alexander was a close fourth. Running fifth was a newcomer to desert racing, Ed McCoy (Kaw), a Pro motocross rider from Santa Barbara who had his C bike on the move. In the 250cc class Dave Kennedy had the lead with #747x second and Howard McCasland third. Running first 250cc Amateur was speedster Rob Murray. Crandall was running 10th at this time.

In the Novice/Beginner start it was Open Novice rider Geroge Scott Jr. and his Yamaha out in front. C bike rider Hans Giese had an awesome ride going, running second. Third was Open Vet rider Mark Romp. The Beginner race is always competitive and out front today was Randy Hansen.

The leaders were having some interesting dicing matches going on and as they came into the pits it was C bike rider Ed McCoy in the lead. Alexander was only seconds behind him. Both these riders left the spectators not believing what they saw; not often does a C bike rider have the lead in a desert race. Timms was a close third and Tim Sinclair was fourth and leading the 250cc Expert class. Scheffers, who had the lead until he hit a rock and lost his chain, was now running fifth. Brett Lawrence, another C bike rider was giving plenty of trouble to the big bike riders and was up with the leaders at sixth. Crandall was ninth coming into home check.

On the last loop, 45 miles, there were changes. McCoy picked up a flat and it ended his first try at a desert race. He said there is no money in desert racing, but it sure is a lot more fun!

After McCoy dropped out it was "Downhill" Alexander who took the lead. "Downhill" led the race halfway around, but after being in bed the week before with the flu, his strength started to leave him. He didn't have enough strength to fight off Timms when Timms made his bid for the lead. Timms then led for awhile but Crandall was on the prowl. He was moving up and a few miles from the finish, he took over the lead at a road crossing. Crandall knew Timms was close and these two aces gave it their all for the next few miles.

It was Crandall on a borrowed Honda taking his first overall win. Chris wanted to thank his brother Curt, who gave him the needed extra gas to get in, A-Trak for the borrowed Honda while his KTM is laid up with a broken swingarm, O'Neal Products and especially his dad Tom. Taking second was Timms, who said he took the lead when Alexander crashed. After a tiring race, Alexander took third overall. Taking fourth and first 250cc was Sinclair. Scheffers, after getting his chain back on, managed to come in for fifth. C bike wonder Brett Lawrence came in for sixth and first in class. Another rider who threw his chain on the first loop was Ken Oviatt, but Ken got it together again and took seventh overall. Gary Charters once again dominated the 250cc Senior class, placing eighth overall. In the 250cc Vet class Jeff Vaughn had a beautiful ride for ninth overall and the class win. In at 10th and second 250cc today was hard riding Dave Kennedy.

First Open Amateur Dan Klohr had a good ride, leading the Amateurs most of the way. Steve Knapp was first in the 250cc class. Ron Suber had control in the Open Senior class and came in for a first in class. In the Open Vet Amateur class Marty Pollard dazzled everyone with his first in class.

It was Cheryle Waggoner who took the Women's class after Denise Engstrom's bike locked up in third gear.

In the Novice race Scott kept the lead from start to finish and took another first overall. A close second was Tim Weicher. Third overall Novice was C bike rider Giese. Fourth overall Novice was Vet rider Mark Romp. First Novice class was Victoria Scott; the Scott family were all winners today.

In the Beginner race Open rider Kirk Heintz took the win on a Honda. Second was another Honda rider Barry Parsons on a 250cc. First C bike was Carl Koncur. Ed Hales took first in the Open Senior Beginner race with Lee Drewry second. Richard Hammack won Open Vet Beginner honors, and also was voted a member of the Invaders. Good day for Richard.

Results

OPEN EX: 1. C. Crandall; 2. C. Timms; 3. M. Alexander.
OPEN AM: 1. D. Klohr; 2. D. Clard; 3. R. Price.
OPEN NOV: 1. G. Scott Jr.; 2. T. Weicher; 3. #303.
OPEN BEG: 1. D. Heintz.
250 EX: 1. T. Sinclair; 2. D. Kennedy; 3. R. Conway.
250 AM: 1. S. Knapp; 2. S. Spragle.
250 NOV: 1. R. Lundin; 2. R. Cooper; 3. A. Grant.
250 BEG: 1. B. Parsons; 2. A. Smith; 3. E. Nelson.
175 EX: 1. B. Lawrence; 2. B. Howell; 3. D. Summers.
175 AM: 1. B. Wells; 2. M. Monterone; 3. S. Shalhoob.
175 NOV: 1. H. Giese; 2. M. Burroughs; 3. B. Smith.
175 BEG: 1. C. Koncur; 2. E. Torgson; 3. #135c.
VET OP EX: 1. B. Saltzman; 2. C. Snyder; 3. J. Morrison.
VET OP AM: 1. M. Pollard; 2. T. Phillips; 3. R. Nelson.
VET OP NOV: 1. M. Romp; 2. P. Vakovsky; 3. D. Burson.
VET OP BEG: 1. R. Hammaek; 2. K. House; 3. R. Golenor.
VET 250 EX: 1. J. Vaughn; 2. W. Anderson Jr.; 3. J. Bringhurst.
VET 250 AM: 1. J. Sheehy; 2. D. SeSimone; 3. P. Smith.
VET 250 NOV: 1. F. Cole; 2. G. Nunes; 3. D. Bierma.
VET 250 BEG: 1. R. Curtsinger; 2. H. Parsons.
SR OP EX: 1. R. Suber; 2. W. Cooper; 3. R. Torgerson.
SR OP AM: 1. W. Pritchett; 2. D. Chamberlin; 3. B. Morris.
SR OP NOV: 1. R. Duarte; 2. B. Kraft; 3. #0125.
SR OP BEG: 1. E. Hales; 2. L. Drewry; 3. #0113.
SR 250 EX: 1. G. Charters; 2. D. Whitehorn; 3. D. Postma.
SR 250 AM: 1. R. Tartter; 2. W. Rapp; 3. G. Lodas.
SR C EX: 1. L. Gorden; 2. B. Pridemore.
SR NOV: 1. #030; 2. T. Burroughs.
WOMEN EX: 1. C. Waggoner; 2. D. Holeman.
WOMEN AM: 1. J. Marshal; 2. D. Engstrom.
WOMEN NOV: 1. V. Scott; 2. L. Anderson; 3. C. Sain.

Welch takes Silver City HS

By Wayne Gales

VALLEY OF FIRE, NV, MAR. 20

Kevin Welch moved into the overall winner's circle for the first time since December (when he won the Nevada State Championship Hare Scrambles) with the overall win in the Silver City Scramblers' hare scrambles. Since moving to the 250cc class this year, Welch has been virtually unbeatable in the quarter liter class in local racing, and it was just a matter of time before he took an overall. With Anthony Pasqualotto working a checkpoint (he's an SCS member) this was a good chance for Kevin to move into the limelight, and he wasted no time, leading the race from shortly after the start all the way to the checkered flag, some 80 miles later.

At the end of the first loop Welch had a strong lead with Butch Laswell, making a surprise appearance on a new Yamaha YZ250, running a fairly close second. Troy Fitch, on a Husky, was trailing in third with Bobby Davidson close behind. Pete Sheehan was holding onto the top Open class spot with fifth. Shortly after, Fitch dropped out with engine problems and Davidson moved into the third spot.

Welch took the checkered flag with a strong lead ahead of Laswell and Pete Sheehan took third spot when Bobby Davidson went over the bars only a few hundred yards from the finish line. Daryl Folks rode to a strong fourth overall, third 250cc with Floyd Bradley following him on an Open Husky. Larry Job, who sacrificed a finishing position when he stopped to help Davidson, came in for the sixth overall spot and Davidson remounted and finished seventh, visibly shaken. Hans Christensen (Open Husky), Eric Elizondo (Open KTM) and Angelo Iannucci (Open Maico) rounded out the top 10.

First 125cc was Paul Kline for the third race in a row, and Dermie Close took the top Amateur spot. Bryan Folks finished third overall Amateur, first 125cc Amateur, in his first-ever Amateur ride. First 250cc Amateur was Jim Wischmeyer on brother Glen's bike. The top Over 30 spot was Las Vegas 400 promoter Casey Folks while Dave Wood topped the Over 38 class. First Novice was Jeff Phillips on a 250cc while Ronnie Odom copped the top 125cc Novice spot.

In Mini action, Lance Taylor took the overall in the hard tail class, and was also first 60cc Novice. August Hanna finished second overall, first 60cc Amateur and Charlie Kline topped the 60cc Experts with third overall ahead of Chris Trickle. In the 80cc class, "Jammin' Jon" Hill bested the field ahead of Tony Bradford, Bobby McDaniel, Mike Palmer, and Bryant Wood. •

PRODUCT EVALUATION

Answer apparel

Answer products has a complete line of riding apparel that looks sharp and provides super protection for off-road competitors and trail riders alike. We got hold of an Answer outfit and tested a couple jerseys, a kidney belt, a pair of riding pants and some boot savers during four months of weekly competition in enduro, motocross and cross country racing.

Jerseys

We liked the comfort and styling of both the cloth and the nylon vented jerseys. We even wore them around the office and home and had no trouble fitting them over shoulder pads. We recommend cotton jerseys for tree enduros because small branches can rip out a whole row of vents from the nylon jerseys.

Kidney belt

The Answer kidney belt, with its low Velcro fastening strap in the front, brought mixed reactions from the staff. Those with a larger tummy felt self-conscious about the flab, but the author thought they were the greatest. The belt provides the neccessary support without inhibiting freedom of movement and is especially comfortable for long-distance road touring.

Riding pants

The riding pants fit snug and comfortable due to the quality of the spandex down the leg seams and made all our riders feel pretty snazzy when wearing them in a crowd. The plastic knee-cups and shin-gaurds offer extra protection and the leather knee pads and crotch pad allow the rider to grip the gas tank and dab the ground without fear of shortening the life of the pants. A small Velcro strap keeps the waist line tight and the zipper up, and a nylon pouch on the inside provides room for medical cards, cash or keys when riding. Extra spandex at the ankles keeps them tight without the use of zippers.

Boot savers

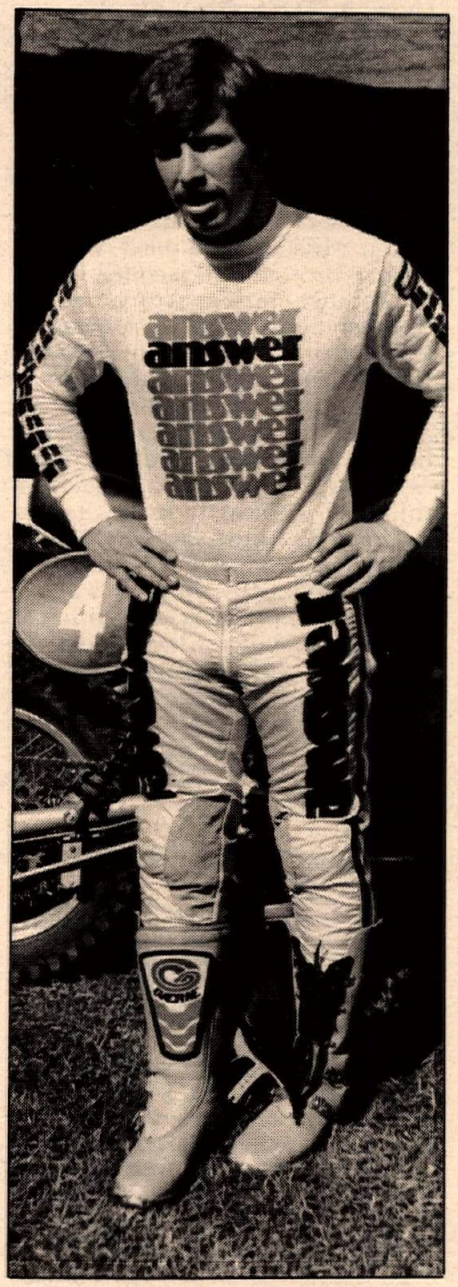
The Answer boot savers are made of nylon with the same spandex seams that are on the pants. They provide the rider with water-proofing and boot protection, but be careful in taking them off as the spandex keeps them so tight that you can rip out a seam by pulling them up over a buckle.

The low-down

We liked all the products we tested. All the gear looked sharp, fit well and provided what we thought was an excellent balance between rider protection and mobility. We especially liked the fact that we could bleach the nylon products (please don't bleach the cotton jersey) and get out everything but oil stains, get back the original shine and not suffer any color loss.

All the Answer apparel is available in the popular team colors and the jerseys and pants are available with your favorite motorcycle brand (or Answer) on the legs. Unprinted jerseys are $12.95 for the cotton, $17.95 for the vented. Team jerseys are $19.95 for the cotton, $25.95 for the vented. Kidney belts are $17.95 and the pants are $94.95 for plain legs, $99.95 for team pants. The boot savers are $17.95 and you can get the whole works from your local Answer Products motorcyle dealer or by contacting Answer Products, 27967 Beale Court, Valencia, CA, 91355. The phone number is 805/257-4411.

Jim Bowman



Next week:

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Sacramento Mile
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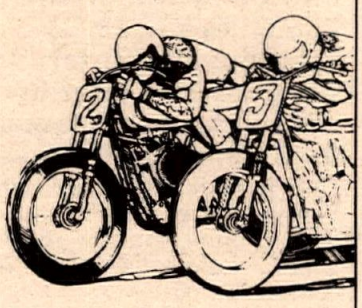

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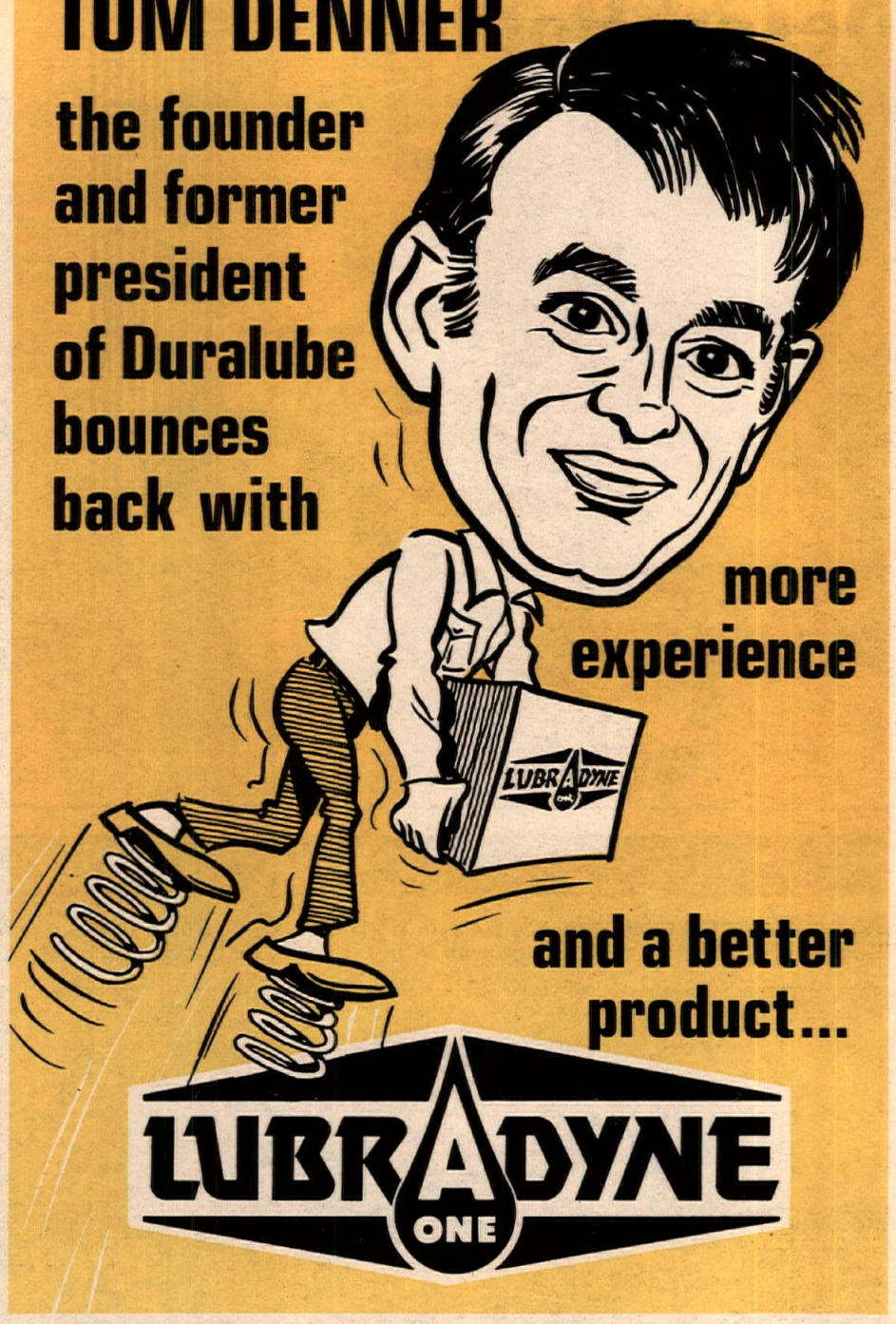

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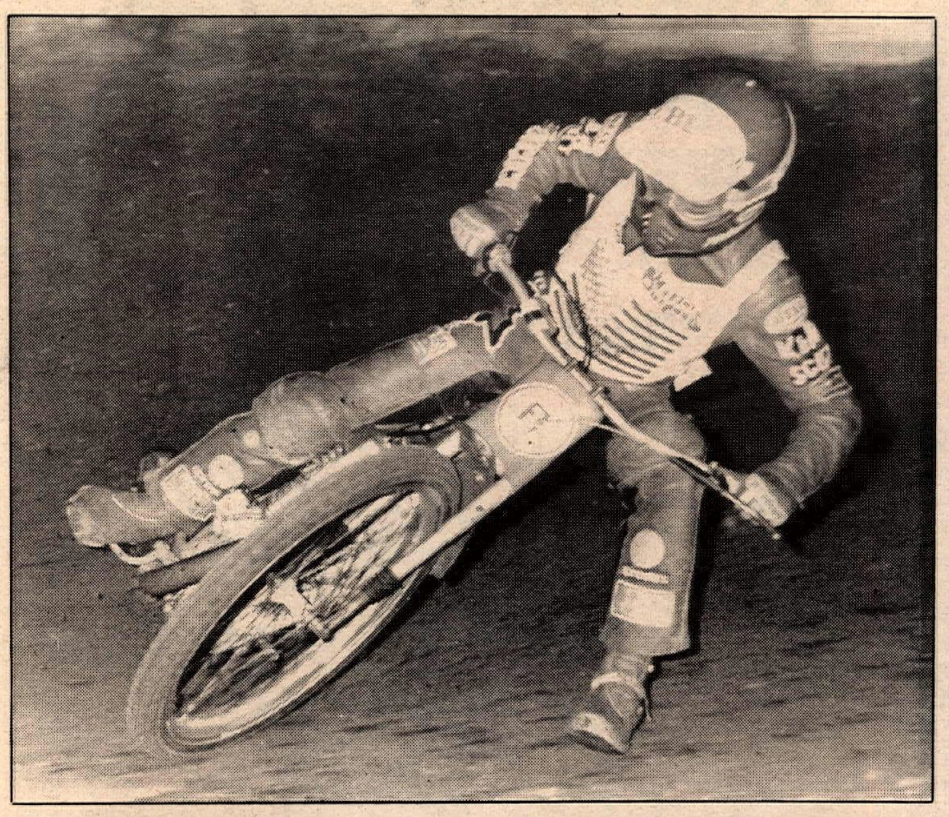
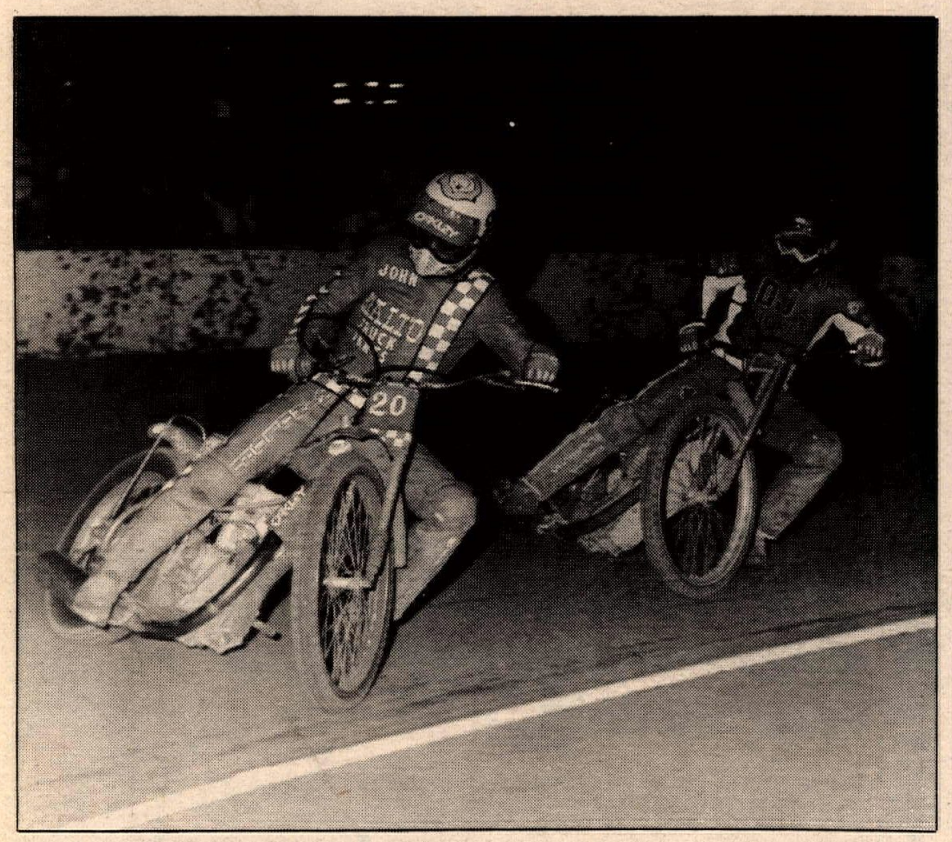
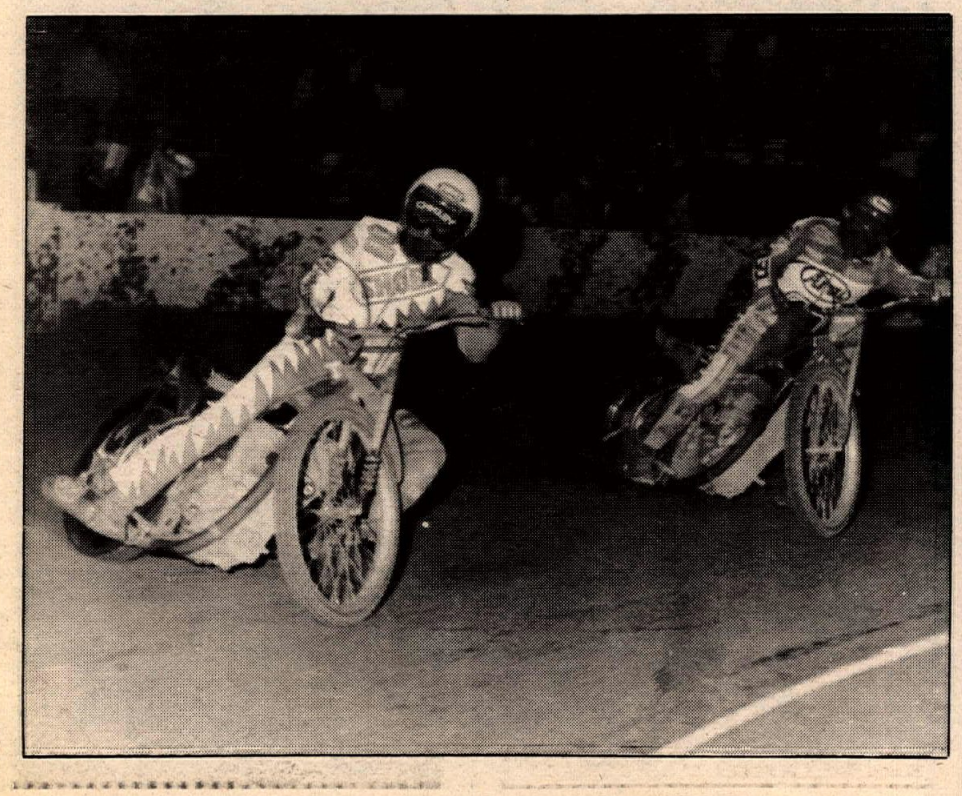




(Top) John Cook put in another spectacular ride at Ventura. (Above) John Sandona took the scratch main at the Inland Motor Speedway. (Below) Mike Faria conquered the handicap main. Here Dubb Ferrell pursues.



Bast makes it two in a row at Costa Mesa

By Jim Brown

COSTA MESA, CA, APR. 8

Costa Mesa hosted thousands of speedway fans once again Friday night, with crowd and rider enthusiasm blending together to make for some exciting races.

For the second consecutive Friday night, Mike Bast handed sponsors Justice Bros. and Riverside Mitsubishi another blazing victory. Bast was untouchable in the Scratch heat as he finished first. He repeated with a first place in the Scratch semi and in the Scratch main. In Handicap racing, after starting from the 50-yard line, he won his heat race, but did not far as well in the semi-main and came in third in the consolation.

Dave DeTemple, back in the States now after spending the winter racing in Australia, swept the Handicap racing with all first places. Dan Becker won his Handicap heat and semi-final, but in the main event didn't have his name on it. Steve Lucero won his Handicap heat, transferred from the semi to the consolation and won. Mike Faria and Kelly Moran battled for first place in their Scratch heat. Faria won and ended up second in the Scratch consolation and fourth in the Handicap main.

Alan Christian didn't transfer in Handicap racing, but did transfer in Scratch racing into the consolation and won after some wheel-to-wheel racing with Moran. Brad Oxley won his Scratch heat and brought home third in both main events.

Intermission featured Brad Oxley and Dan Becker in a match race and they had a photo finish at the checkered flag. Referee Irwin Moon said it was the closest finish he had ever seen.

Second Division heat races were won by Wayne Leutz, Pat Hawley, and Tom Conrad, Leutz won the main event followed by Tom Conrad.

Third Division heats transferred Larry Willey and Dennis Hall as winners to the main event. Randy Beddow took second in the heat and transferred to the main but was unable to start the race. Ken Hansen, after finishing second in his heat, won the main event.

Results

SCRATCH MAIN: 1. Mike Bast; 2. John Cook; 3. Brad Oxley; 4. Dave DeTemple.

HANDICAP MAIN: 1. Dave DeTemple; 2. Sam Ermolenko; 3. Brad Oxley; 4. Mike Faria; 5. Kelly Moran; 6. Dan Becker.

SECOND DIV: 1. Wayne Leutz; 2. Tom Conrad; 3. Mark Dwyer; 4. Pat Hawley; 5. Greg Ayers; 6. Cary Faas.

THIRD DIV: 1. Ken Hansen; 2. Larry Willey; 3. Dennis Hall; 4. Terry Clanton; 5. Russel Bacarella; 6. Randy Beddow.

MATCH RACE: 1. Dan Becker; 2. Brad Oxley.

Cook, Ermolenko star in Ventura opener

By Bill Locey
Photos by Dan Mahony

VENTURA, CA, APR. 5

Flamboyant international speedway star John Cook easily won the Scratch main, the trophy and the big bucks in the 13th annual season opener at the Ventura Raceway, known locally as the "Commotion By the Ocean." Sam Ermolenko won the thrilling Handicap main.

Former rider Mike Dyer was the real star of the show, however. A heavy equipment operator by trade, Dyer prepared the newly built one-fifth mile oval and the result was racing that featured more passing than a San Diego Chargers' scrimmage. It was also the fastest racing ever at Ventura with speeds up to 50-60 mph and riders three abreast coming out of the turns. Despite the unaccustomed speeds, only eight riders fell and all were able to walk away.

Cook handily won his first two Scratch rides then easily outgated his rivals in the main and contented himself (and the crowd) with a series of impressive wheelies down the straights until the checkered flag stopped his antics. No wonder British promoters are drooling on their fish and chips waiting to get Cook back over there. "Almost everybody geared wrong," said Cook later, "they thought the track was bigger than it really is."

In Handicap racing, the back yardage riders did what they were supposed to do — they passed everybody in sight. Last year's points leader, Flyin' Mike Faria, set the tone by winning off the 50-yard line. In the other heats, Shawn McConnell was second, Alan Christian was third, and Cook won, all also coming from the 50.

In a semi, Ron Blanton did what was expected of him, blasting off the zero-yard line and not looking back. Right behind him, five riders were passing and being passed on every turn. McConnell's bids for the main took a turn for the worse — on the last turn to be exact. Ermolenko slammed into him jalfway to the checkered and in the second it took McConnell to keep from hitting the wall, Ermolenko and then Faria crossed the line ahead of him.

In the main, Blanton led for a lap, then it was Steve Lucero, then Ermolenko, then Cook, then Faria, well, you get the idea. Ermolenko took the lead, but not by much, on the third lap. A length behind him Cook, Lucero and Faria came out of turn four side by side in a race reminiscent of their San Berdoo classic. Only twice as fast. At the end it was Ermolenko followed by Lucero, Cook, Faria, Blanton and Gary Ford.

Chris Mistretta thrashed everyone twice to win his heat and the Second Division main in convincing style. The wider track seems to suit his style as he showed off some picture-perfect corners. Mike Mazzacane was second. Oxnard's Guy Helderlein ended in third and on his back as his bike went careening end over end down along the straight toward the checkered.

New guy Larry Willey was the class of Division Three, winning his heat and the main easily. Ventura rookie Walt Farnum in his speedway debut rode well, and was second.

Results

SCRATCH MAIN: 1. John Cook; 2. Shawn McConnell; 3. Buddy Robinson; 4. Dave DeTemple.

HANDICAP MAIN: 1. Sam Ermolenko; 2. Steve Lucero; 3. Cook; 4. Mike Faria; 5. Ron Blanton; 6. Gary Ford.

SECOND DIV: 1. Chris Mistretta; 2. Mike Mazzacane; 3. Guy Helderlein; 4. Tommy Walton; 5. Bentley Barrett; 6. Alan Davidson.

THIRD DIV: 1. Larry Willey; 2. Walt Farnum; 3. Mark Dwyer; 4. Terry Clanton; 5. Pat Smith; 6. Anthony Ellinor.

MATCH RACE: Rob Pfetzing def. DeTemple.

Sandona, Faria fly at IMS opener

By Scott Daloisio

SAN BERNARDINO, CA, APR. 6

John Sandona thrilled a huge crowd that braved a chilly night by claiming the victory in the first Scratch main of the season

at John LaDouceur's Inland Motorcycle Speedway.

Coming from the number four starting slot, Sandona (Oakley/Esprit/Hair By Bev Wes) was third out of the gate behind John Cook (Wes) and Mike Bast (Wes). Sandona quickly swept by Bast on the outside and then blistered by Cook with a daring outside maneuver as they exited turn four on lap one. Cook and Bast were having a war for second inches behind Sandona, with Cook easing ahead to mount another challenge for the lead on the final circuit. The ex-Ipswich rider swung wide coming out of the final corner but he tapped the wall, slowing himself down and letting Sandona record the victory over Bast with Alan Christian (Godd) placing fourth.

"Flyin" Mike Faria (Shoei/Oakley/STP Wes) made one of his patented charges from the 40-yard line to record the win in the initial IMS Handicap main of 1983. Dennis Bransford (Jaw), coming off five straight wins in Handicap racing, was the initial leader from the 10-yard line over Buddy Robinson (Jaw) and Steve Lucero (Wes). Faria slipped past Lucero and then went to work on Robinson. It was handlebar to handlebar for two laps until Faria finally bulled his way by on lap four. The ex-northern California ace caught Bransford as they were coming out of turn four and took over the lead at the white flag, sending the crowd into a frenzy. Faria opened it up on the final lap to score the very popular win over Bransford and Robinson.

Tom Conrad (Irvine Music Co. Jaw), coming off an easy win at Costa Mesa the week before, scored the big win in another laugher by taking the IMS Second Division main. Conrad, coming from the 10, took the lead on the start over 30-yard liners Pat Hawley (Godd) and Dennis Briggs (Godd). Ron Blanton (Godd) went around Briggs to claim third at the end of the first revolution. It appeared the order would remain the same to the end and it started out that way as Conrad took the checkered by a huge margin. Hawley had second in the bag until he bit the dust in the final corner, allowing Blanton by for second with Greg Ayers (Wes), coming from the 40, ending up third.

Larry Willey (F.R. Miller Jaw) won both of his Third Division rides, including the main, in his IMS debut. Starting on the zero, Willey outbattled Brian Speaks (Jaw) for the lead on lap two and then held off Tommy Walton (Jaw) on the final lap for the win. Ventura local Guy Helderlein (Jaw) finished third.

Jesse Finch moved from the 30 to win his second ever IMS Junior main. Finch took the lead when he and Dave Busby got by Ryan Evans on lap four.

World Best Pairs and Team Cup Member Bobby Schwartz returns to IMS April 13 and will try to repeat his Spring Classic winning performance. •

Results

SCRATCH MAIN: 1. John Sandona (Wes); 2. Mike Bast (Wes); 3. John Cook (Wes); 4. Alan Christian (Godd).

HANDICAP: 1. Mike Faria (Wes); 2. Dennis Bransford (Jaw); 3. Buddy Robinson (Jaw); 4. Mike Bast (Wes); 5. Alan Christian (Godd); 6. Steve Lucero (Wes).

SECOND DIV: 1. Tom Conrad (Jaw); 2. Ron Blanton (Godd); 3. Greg Ayers (Wes); 4. Dennis Abbott (Godd); 5. Dennis Briggs (Godd); 6. Pat Hawley (Godd).

THIRD DIV: 1. Larry Willey (Jaw); 2. Tom Walton (Jaw); 3. Guy Helderlein (Jaw); 4. Brian Speaks (Jaw); 5. "Crashwall" Cardona (Jaw); 6. Mike Bushman (Jaw).

JR: 1. Jesse Finch; 2. David Busby; 3. Ryan Evans; 4. Greg Hancock; 5. Jason Chism; 6. Jordon Duncan.

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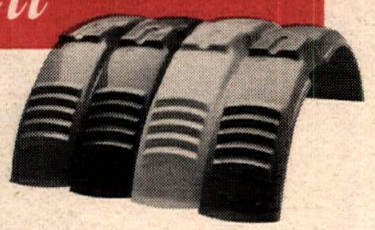

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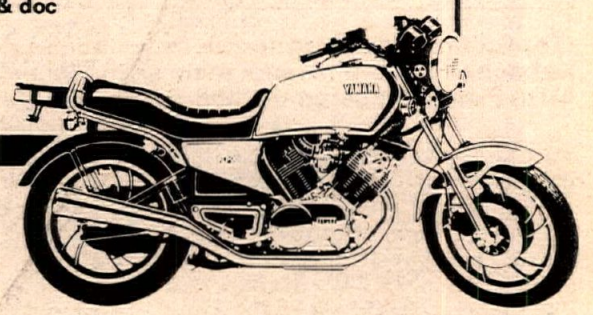

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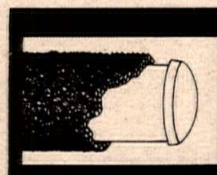

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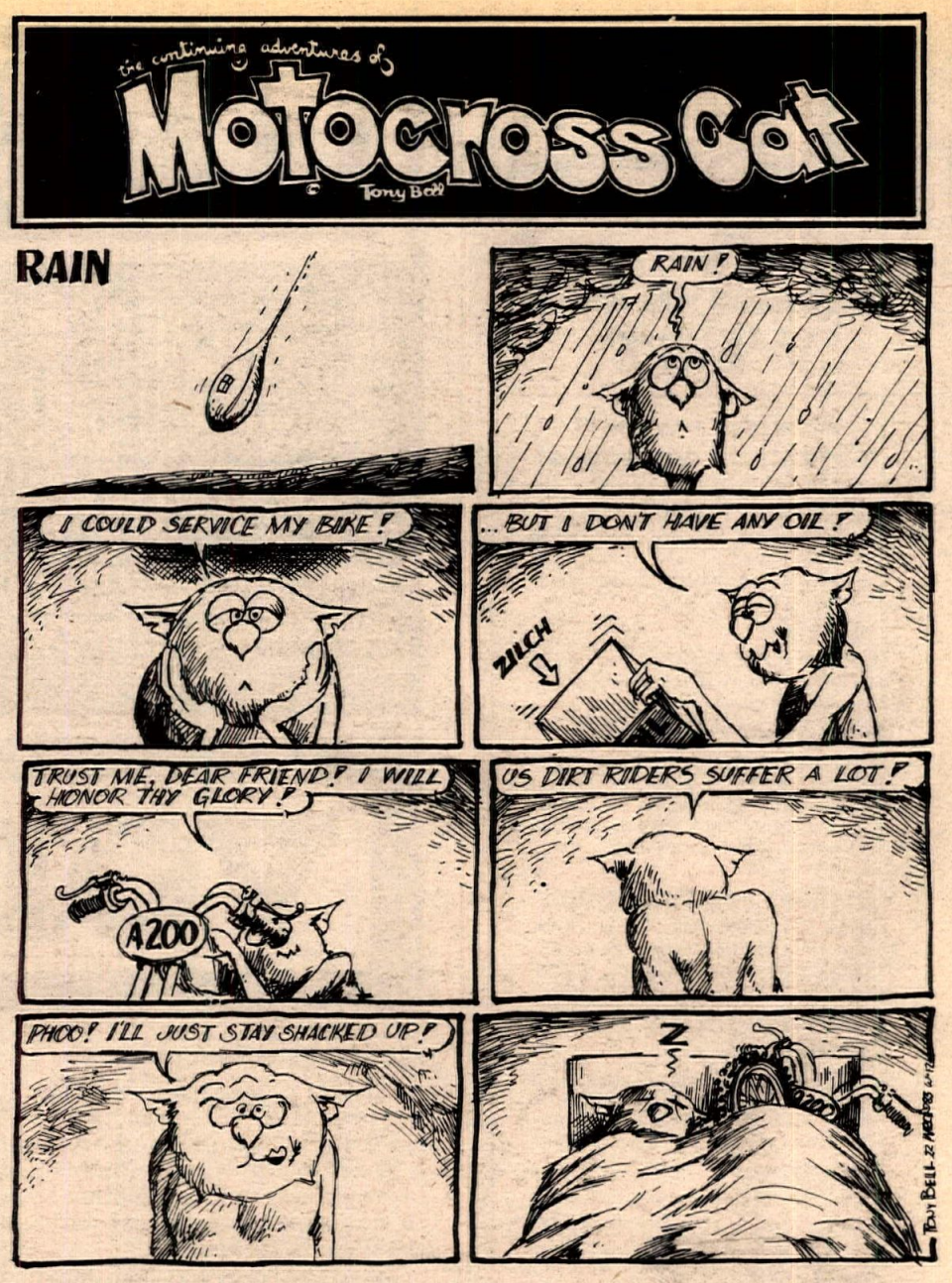
How do the champions *really* train? Here's a pic of National Championship Enduro Series title holder Terry Cunningham in the midst of a grueling workout. Photo by Dan McCauley.



Aspencade XII has been extended to April 30. For registration info, call 518/656-9207.

While no official word is available as to the members of the American team which will compete in the annual Trans-Atlantic Match Race road races next month in England, it's said Team Yamaha's Kenny Roberts and Eddie Lawson, Suzuki's Randy Mamola, Honda's Mike Baldwin, Kawasaki's Wes Cooley, and David Aldana on a Yamaha TZ750 will represent the U.S. Honda's Freddie Spencer wanted to compete but Honda has reportedly refused permission. While the British team has not been named either, Barry Sheene has said he'll compete.

Camel cigarettes' European arm will supply major support to the October 3-8 International Six Days Enduro in Wales. Camel has long been involved in sponsorship/promotion programs of motorcycle racing in Europe. According to the British press, the '83 ISDE route length will near the 1,200 mile mark and is being laid out to be fast-paced.

Mark Barnett will reportedly be aboard a revised works Suzuki at the Dallas, Texas, Supercross round of the Wrangler Super Series on April 16. The bike will be more conventional, with the gas tank mounted normally instead of under the seat, as they have been in the previous rounds.

Jim Gibson is on the entry list for the Molson Supercross which takes place in Toronto, Canada, on June 3. Gibson is currently competing in the World Championship 125cc MX Series, aboard a works Yamaha.

Former 350cc World Champion Takazumi Katayama was flown to his native Japan following the South African GP road race for treatment of a rib cage injury he suffered in a crash at Kyalami. Katayama fell while lapping Jon Ekerold three laps from the end of the race. Katayama and his works Honda were in fifth place at the time of the crash. He's expected to be out of action for a month.

California Senate Bills 156 and 158, dealing with the reinstatement of OHV funds and the elimination of proposed converter requirements for motorcycles, were scheduled for hearings by their respective committees by this time. Due to various reasons, SB 158 was postponed until April 14 and SB 156 will be heard on April 11. Bob Hayes, committee consultant to Senator Robbins, who sponsored the bills, wanted to remind all interested parties that it's not too late to let your elected representatives know how you feel on the subject and that the two bills still need all the support they can get.

Yamaha's Mike Bell crashed on the uphill section at Saddleback during practice for the National motocross. While sliding down the hill, Bell suffered a cut in his side and one in his elbow as well as abrasions and a sprained wrist. Bell jumped in a hospital-bound truck with one of his brothers and went to the hospital for a little bodywork. The motocross and boat races down the road a ways let him get to the hospital, but not back. He was parked in a traffic jam when his other brother came on a moped and rushed him to the races in the bicycle lane. Bell took a pair of fifth place finishes for the day despite the distractions.

We talked to Yamaha's Larry Griffis on the phone about the Danny Chandler protest at Saddleback. Griffis said, "Chandler rode backwards on the course. It forbids that in the rule book. Mark Barnett was disqualified for the same reason at Unadilla. He rode along the fence slowly while watching traffic. The hill Chandler rode down had two holes at the bottom that riders sighted on before looking up at the hill. It was a potentially dangerous situation. If he had gone outside of the banners he would not have been in breach of the rule."

Maico's Chuck Sun showed up on a very trick Maico that sported a trick, aluminum fuel tank and swingarm. Most notable was the front Kawasaki disc grafted to the Maico front fork. The bike featured a deeply dished seating position with a low seat height — too low is how it looked to us. The bike is rumored to be an '84 prototype developed in the USA. The seat dish will not be as radical as the prototype. Sun did not make the top 10 in either moto.

Husky's Mike Melton won the April 10 AMA National Enduro held in Bucksnort, Tenn. Melton was followed by Can-Am's John Martin, and Terry Cunningham scored third overall on a Husqvarna.

Honda star Mike Kidd was at the Ascot TT, but only as a spectator. Still bothered by an injured wrist, Kidd decided to sit out the strenous race and get ready for next week's Sacramento Mile National. "I just got the cast off a week ago Firday," said the former National Champ. "I rode Wednesday and Thursday at San Jose, doing some development work. I really couldn't push it hard, I think I'll be about 80% for Sacramento. I want to put it in the main event there and just work my way to the front. I really should sit it out, but I can't afford to as far as points go. If I miss one more race there's no way I can get the championship."

Progress on the new Honda NV750 dirt tracker continues, but the team will be using the CX500-based NS750s for the April 17 AMA/Camel Pro Series mile at Sacramento, Calif. The new machine, based on Honda's new 52-degree 750cc V-twin, is expected to debut at the San Jose mile on May 1.

Latest word on Scott Pearson was that his knee surgery went well, but it will be some time before the four-time National winner can return to competition. To help offset Pearson's medical bills, Circle Bell Enterprises' Bob Bellino announced that Circle Bell will be selling Scott Pearson T-shirts at both Sacramento and San Jose, with the proceeds going to Pearson.

We hoped to have coverage of Freddie Spencer's French RRGP win in this isssue, but the European mail system let us down and the report was not here by presstime. Tune in next week for the full report and photos.

Greatly Exaggerated Rumors Dept. California motocrosser David Lynch took a nasty fall while trying to negotiate the infamous "Magoo" double-jump at Saddleback Park during the last round of the Golden State Series. Seems some people got the idea Lynch was paralyzed. We're happy to report that David phoend to say that he's fine and that "all" he has wrong with him are some pulled back and leg muscles, various bruises and a broken nose.

Western hotline

Karen Leitinger on the way to a Women's win at Saddleback.

Peterson takes DeAnza Widowmaker warm-up

By Sandee Peterson

SUNNYMEAD, CA, MAR. 27

The California Challenge for hillclimbers was cancelled since northern California was underwater, and all the southern California 'climbers headed for DeAnza for a challenge of their own. This last scheduled hillclimb before Widowmaker gave everyone a chance to dial the bikes before heading north for the big one.

The 350-foot hill gave the riders a heavy dose of Widowmaker-style rough stuff. By the time the second round of competition was completed, only three riders had managed to crest the top. Those three were Kerry Peterson, on his Wheelsmith/Maico West/Hi-Point/ND/Works Performance/Tsubaki/KRW 490 Maico and 1500cc Harley-Davidson, in the 500cc Exhibition and Modified and Open Modified and Exhibition classes, Steve Stith and his Wheelsmith/Hi-Point/Palmdale H-D/KRW Maico and 1200cc Harley-Davidson in the same classes and Dave Turner's Krause Racing/OK Manufacturing/NGK 800cc Triumph in Open Exhibition.

The moved-up starting position for these three riders was a gully with a near vertical stretch of ledges, brush, roots and bushes to climb through for about 300 feet.

Peterson was first to ride and looped his Maico out at 200 feet. Stith came to the line and made a fine ride, but fell a little short at 150 feet.

Both riders had trouble with their second run in this class, and the win went to Peterson by virtue of his first run high mark.

Turner dropped out of Open Exhibition with transmission problems, leaving Peterson and Stith to fight it out, as in the 500s. Peterson crested the hill in both Open classes, leaving Stith with a tough challenge. Stith made four serious attempts at the hill, but came up short on the unfamiliar machine, giving Peterson the wins.

Stith and Turner are considered serious threats to Peterson's Widowmaker crown this year with both putting in some fine riding.

The 500cc Stock class was captured by Mister Palmdale Harley himself, Ron Standeven, on his 490 Maico with Don Orosco looking good at second place on a Number One Racing Maico.

Leitinger loose at SMX

By Debbie Matthews
Photo by Karel Kramer

ORANGE, CA, APR. 2

The women's division today at SMX's Saddleback motocross was filled with chills, thrills and, yes, some spills. As the gate dropped for moto one, Karen Leitinger (O'Neal/Seer/Hi-Point), led the pack on the start downhill. Hot on her heels was the trio of Debbie Matthews (Shoei/Seer/Hallman/Hi-Point), Charleen Ho and Natalie Stubner. Leitinger and Matthews opened up what seemed to be secure positions, as Ho (O'Neal/Vans/Shoei) and Stubner (M/C Country) got caught in traffic.

Mid-moto, Karen held a firm grasp on first. Matthews started to fade, as Ho closed the gap and, on lap seven, passed Matthews for second. Stubner had fallen, meanwhile, and was working her way back through the pack.

As the moto wound down, the finishing order was set. Leitinger took the moto win followed by Ho, Matthews and Stubner.

As the racers started in moto two Leitinger was in front once again. Ho had gotten a better start and was second. Ho, having been assisted by a Yamaha factory mechanic between motos, used this to her advantage, and she hounded Leitinger for the lead. Stubner was in third and pushing towards the leaders. Kolbe Honda's Tam Tracy was in fourth, but was passed by Matthews as the moto progressed. Matthews finished a distant fourth.

Leitinger pulled out some breathing room over Ho, as Ho was t-boned by a rider from another class. However, Leitinger made it interesting as she too had a dismount. Ho closed the gap, only to have the checkers wave all too soon. Finishing third was Stubner, with a fine ride.

Teixeira takes Mililani H&H

By Ace Reporter

MILILANI, HI, MAR. 13

Henry Silva led the bomb run, Pat Gouveia finished first, but Jon Teixeira won the Dirt Biker's Mililane Hare and Hound by being the first rider in with all 36 checks.

Only 44 riders pre-entered. When Sunday dawned clear and sunny, the registration van was crowded with experienced riders who know of Mililani's notorious reputation for slick and impassable trails when the red clay dirt gets wet.

Over 90 riders lined up in the desert type start, waiting for the smoke bomb.

A few wisps of smoke were making their way into the atmosphere as the bomb valiantly tried to be visible before the hordes of riders swarmed the first check. Henry Silva, now the master of Hawaiian Hare 'n' Hound holeshots (ever try to restart a Hare 'n' Hound?), was asked how he led the bomb run on his Yamaha 175 against all the big-motored Open machines, "I jes lean back an' shiftin' gears."

Johnny Wilson was the second rider past check number one, followed by Joey Reveira and Duane Johnasen.

Pat Gouveia and Matt Lyman, already in the top 10 off the line, doubled back on a bad flag before realizing their mistake. Gouveia muscled his way back into the top five immediately, while Lyman was making his own trails. Lyman said "You have to go for it to get back up there, but a lot of guys were bummed because bikes were getting knocked over and stuff."

Silva set a blistering pace, with Gouveia clear of traffic and gaining. Wilson, still in second, succumbed to the pressure. This let Reveira catch Wilson and pass him. Joey, up with the leaders at the start, had let them go on purpose. "It was nuts up there," he said.

Past the halfway point, Joey picked up the pace and moved up to challenge Wilson for third. After trading the place several times, Joey claimed it for good, leading Wilson by two minutes at the end.

Gouveia, meanwhile, had passed Silva for the lead before the first gas check. Henry repassed, and they took turns breaking the plastic bags covering the checks. After leading and swapping leads, suddenly the bags were broken again. Henry asked Pat "Who stay in front?"

None other than Bobby Rodrigues Sr., a trail veteran of the 40s and 50s. Only trouble was, Bobby Sr. had missed some of the trail after he got lost in the pineapple field, and moved from fifth overall to the apparent lead. Bobby grumbled about the trail marking in the pine field. Bobby Sr. still finished sixth overall, but missed five checks in his pine field shortcut.

Gouveia and Silva, meanwhile, solved the mystery of the "broken bags," caught and passed Bobby Sr. and continued their dice for the lead. They passed and repassed, finishing only one minute apart, Gouveia with a slim lead over Silva, looking like overall first and second.

The check counters tell the story though, both riders missed check number 16. Eight and 10 minutes later, Joey Reveira and Johnny Wilson, then Duane Johnasen two minutes after Johnny: Everybody without check number 16. Hopes rose. If everyone missed the same check, then they throw it out. Bobby Sr. missed five checks. Bobby Rodrigues Jr., riding steadily in the top 10 finished eighth overall, and had check number 16! So it was out there! But Bobby Jr. also missed one check, number 28.

Four more minutes, then Steve Trinies. Steve had number 16, had number 28, but missed number 12 and 29. Tension was incredible — who would be in with all the checks? Finally, almost 40 minutes after the leaders, Jon Teixeira landed first overall on a Yamaha 400, all 36 checks and first overall. In 11 more minutes, Steve Proctor had claimed second overall, and three minutes later, Rick Amano claimed third overall. Trophy positions fell rapidly, but almost 80% finished.

At the finish line, steak and lobster had been promised, but riders were glad to settle for some monstrous "dinosaur" ribs and swap stories about their "el flippos" and the race that might have been.

Results

OVERALL: 1. Jon Teixeira; 2. Steve Proctor; 3. Rick Amano.
200: 1. Matt Lyman; 2. Robert Teixeira; 3. Lance Furuike.
250: 1. Ken Matono; 2. Calvin Okamura.
100: 1. Blayne Soma; 2. Thomas Kazama; 3. Shane Kawakami.
OPEN: 1. Andrew Aiu; 2. Tom Montgomery; 3. Lawrence Teixeira.

Hames hauls to sixth Ascot HM win

By Maureen Lee
Photos by Dan Mahony

GARDENA, CA, APR. 1

Pete Hames continued his domination of the west coast Experts as he won everything in sight this evening, making it six Ascot race wins in a row for the fleet rookie Expert from Simi. He was the only rider trialing in the 22-second bracket with a 22.95, giving him the pole in the Trophy Dash.

The Dash became a bit of a spectacle. The track was watered at intermission giving the surface instability. Mike Garrison shot off with the lead, followed hard by Hames, Rod Sullivan and Mike Inderbitzen, all of them skidding around a bit. Then Garrison got off in an easy fall starting into turn four with Hames laying it down to avoid him.

The red lights came on, Sullivan slowed and Inderbitzen beat him to the finish flag so there was ample discussion with officials over who did or didn't win or should there be a restart as Garrison and Hames were both up and ready to go. Restart it was; two, actually, when the starter was dissatisfied with the way the troops got off the line.

Garrison again grabbed the lead in exactly the same start formation as first time out, and this time he fell in turn two. Hames went on for the win with Sullivan not too far behind in second.

Hames won the first and fastest heat which featured a terrific ride by Junior David Caballero on a fast Can-Am. Caballero was the fastest Junior in trials and, along with a couple of others, was given the chance to run with the Experts. He and Jim Taves took that chance.

With Hames safely in the lead, Caballero came up through the Expert pack, eventually passing Jeff Johnson, who had been in third, and almost catching second place man Rod Sullivan.

The second heat went to Mike Garrison, followed by Don Howard and Scott Podergois. Chris Cannon and Mike Inderbitzen fought out fourth place with Cannon finally getting it and becoming first alternate.

Jeff Johnson blew 'em off in the semi followed by Sal Hoffman, Inderbitzen and Taves, with Inderbitzen almost getting Hoffman on the last turn of the last lap.

The Expert main finally got away with Garrison, Sullivan, Podergois and Hames all on row three! Sullivan had the early lead with Hames stuck in traffic about fourth, but he was moving. He has the ability and control to go only as fast as he needs to and will cool it when out front. When he's behind he'll go as fast as he has to, and then he's very quick. He passed Garrison in turn two when Garrison went too high, then went hot after Sullivan, getting by him and pulling out front.

For seveal laps the dice between Sullivan and Garrison was good, until Mike hit a bump in the north turn, putting him back a bit. Back he came, grabbing second spot right at the finish line.

Behind them were Junior riders Caballero and Don Howard disputing fifth place behind Sal Hoffman. Caballero, on the smaller, lighter machine, ended up with fifth overall.

Eddie San Roman won the first Junior heat on one of the hot little Can-Ams. Holding second for quite awhile was Ross Klatt, but Bill McConnell took it away with Ross hanging onto third and last direct transfer over Bud Carroll.

Mike Kirby, who won the main last week, charged out front in the second heat only to part company with his Triumph in turn three. Bob Land was then in front and there he stayed with Mearl Barnett second. Coming in third was Ryan Fisher, who got by John Lundgren in the final laps.

Mike Kirby tried again in the semi, this time the bike didn't want to run. Bud Carroll took the lead start to finish on his Champion-framed Harley, putting some distance between himself and Kelly Larkin.

Larkin had worked up to the second spot over Ryan Fisher and Dan Mullins. By the end of the race the rundown was Carroll, Larkin, Don Roberts and Mullins.

Mearl Barnett arrived in turn one first at the start of the Junior main but he wasn't there long. End of lap one it was San Roman, Land, Carroll, Klatt and McConnell. The leaders were all very close, and Bob Land was breathing hard on San Roman.

The two pulled away a bit, leaving Klatt, McConnell and Carroll all going hard until Don Roberts shot past Carroll.

A couple of laps on, Carroll got by Roberts, taking his fifth spot back, and hung onto it.

The first Novice heat was a good one between Frank Wisham and Bob Beer; then Greg Grey appeared trying to get Beer's transfer spot away from him, but couldn't quite do it.

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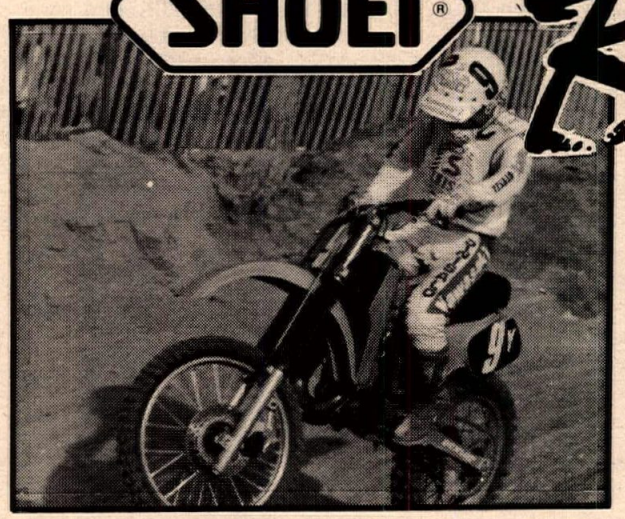

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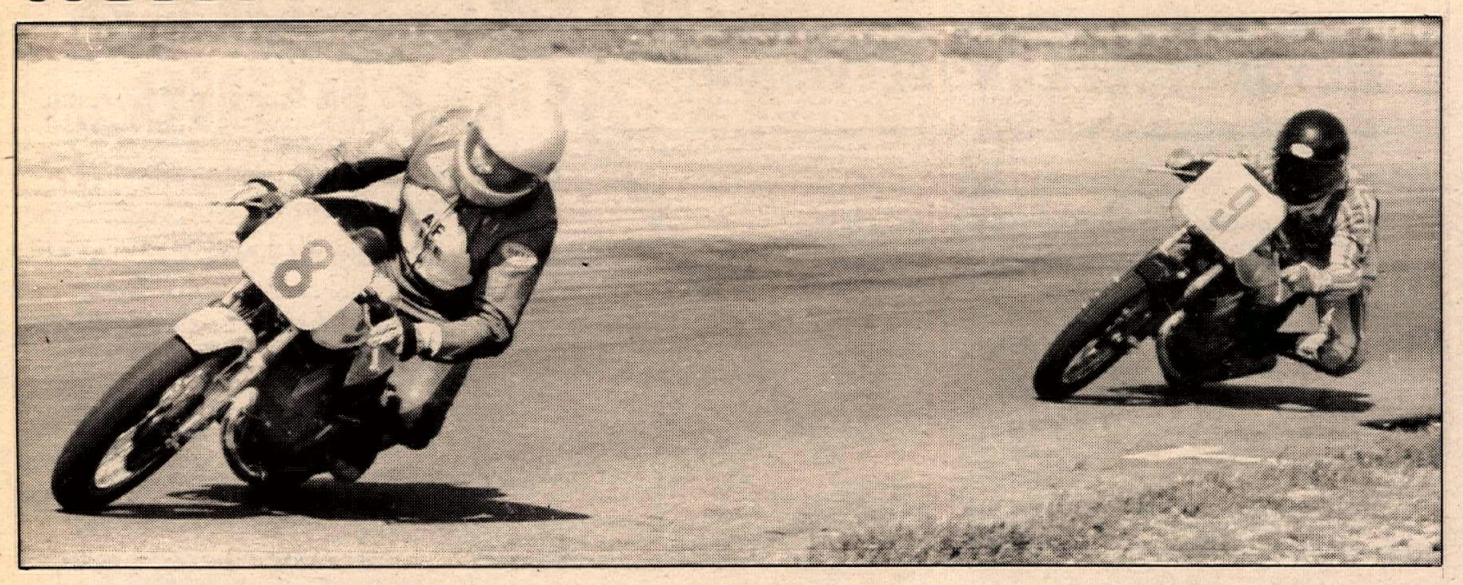

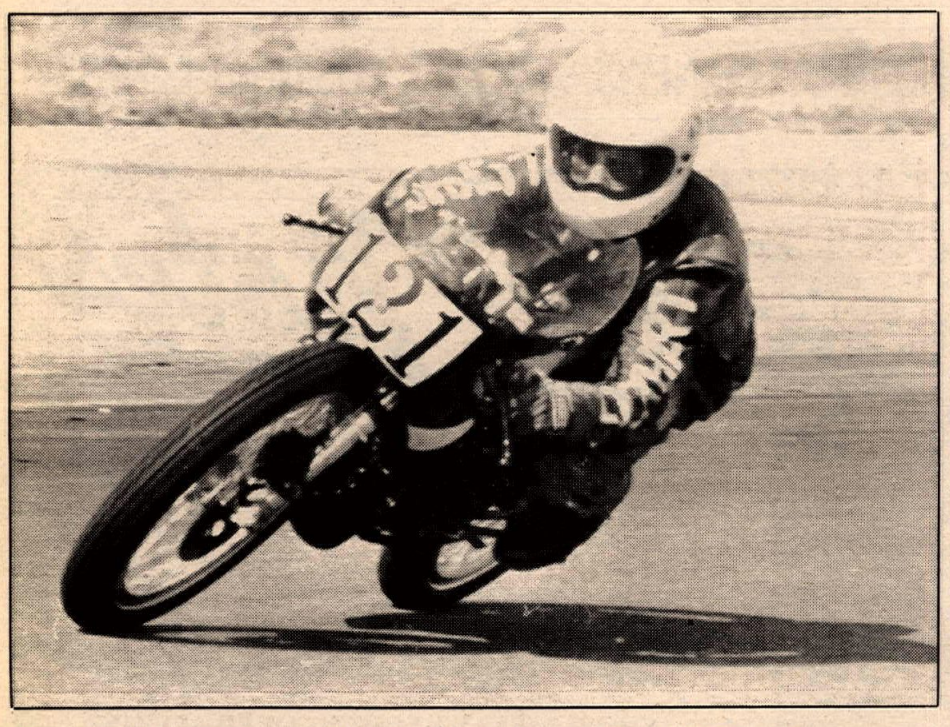

(Top) Clint Whitehouse (8) leads Mark Capell (9) at ARRA Willow. (Above) Dylan Code used a power to weight advantage and won F-4.

Greg Nelson and Jeff Springman both won heats last week, but this week Randy Bird did them both in, and the hard charging pair finished half a bikelength apart at the line.

The third and fastest heat broke down into two groups of racers. Up front it was Darren Hulbert, Chad Felicio and Dennis Rodgriguez; a gap and the second gaggle of Shawn Larkin, Don Driggs and Ross Thompson. The second group didn't change much, but up front Felicio took first away from Hulbert going down the front straight.

Four transfers were left from the semi and off they went, Jeff Springman first, then Greg Grey and Dan Kane. They shuffled around a bit with Springman and Gray not losing their places, but Greg Beloit came up to get fourth.

Chad Felicio took off out front and never lost it in the main, although Hulbert, Beer and Springman were within striking distance. Hulbert really pulled out all stops, and he and Felicio had a great race, although they were bobbling around in certain places, and more than once racing side by side.

Behind them Springman had third locked in while Randy Bird and Bob Beer swapped fourth around, with Beer eventually keeping it.

Results

TROPHY DASH: 1. Pete Hames (H-D); 2. Rod Sullivan (H-D); 3. Mike Inderbitzen (H-D); 4. Mike Garrison (H-D).
TIME: 1:13.08

NOV MAIN: 1. Chad Felicio (Kaw); 2. Darren Hulbert (Kaw); 3. Jeff Springman (Yam); 4. Bob Beer (Yam); 5. Randy Bird (Yam); 6. Greg Nelson (Yam); 7. Dan McDonnell (Hon); 8. Frank Wisham (Yam); 9. Greg Beloit (Suz); 10. Greg Grey (Yam).
TIME: 3:18.42

JR MAIN: 1. Bob Land (H-D); 2. Eddie San Roman (C-A); 3. Ross Klatt (H-D); 4. Bill McConnell (H-D); 5. Bud Carroll (H-D); 6. Don Roberts (H-D); 7. Kelly Larkin (H-D); 8. Mearl Barnett (Yam); 9. Dan Mullins (Yam); 10. Ryan Fisher (C-A). TIME: 4:04.95.

EX MAIN: 1. Pete Hames (H-D); 2. Mike Garrison (H-D); 3. Rod Sulivan (H-D); 4. Sal Hoffman (H-D); 5. David Caballero (C-A); 6. Don Howard (H-D); 7. Jim Taves (C-A); 8. Scott Podergois (H-D); 9. Mike Inderbitzen (H-D); 10. Jeff Johnson (H-D).
TIME: 4:04.95

Whitehouse whips ARRA Willow 450cc class

By Lori Tyson

WILLOW SPRINGS, CA, APR. 3

Clint Whitehouse recovered nicely from a nasty practice crash and put on one great show as he fought Mark Capell for the 450cc Production title and won at the American Road Racing Association's Willow Springs meet.

Whitehouse was only one of many who fell during the day because of really heavy winds that played havoc with the racers. But Clint was in fine form as he took on Capell and had one of the tightest races ever, winning by a half wheellength.

In the Open Production race Tony Guest and Hi-Desert Kawasaki's Mark Shelton duelled for second place honors as Earl Roloff did his usual disappearing act to take the win. Ducati pilot Guest and GPz-mounted Shelton really had it out, and in the end the Duck was victorious.

In the 750cc Production class, Jeff Tuttobene, fresh from setting a new track record at the Vegas track on a 1980 Kz550, battled Open classer Bruce McFadden and 750cc classer Mark Thomas. McFarland's Suzuki came out ahead to take third Open class, and Jeff took the checkers to win the 750cc class.

Jeff Heino led the pack in the Formula One race, followed by a close match between Curtis Maddox on his new RG500 and Honda of Gardena/WLT Racing-sponsored John Wells. After a really tough battle, unfortunately, Wells was disqualified for running the wrong number on his bike, and to make matters even worse, his $5000 motor blew on the cool off lap.

In the Formula Four race, Frank Callinico, Gary Pendergrass and Dylan Code put on a dazzling ride as they diced for the lead. After a very close race Code took the trophy, followed by Pendergrass.

Speed ace Don Vesco showed up for the Vintage match with a Norton reputed to have been Mike Hailwood's, and went at it with Tony Murphy, who was also on a Norton. Vesco started almost last, but moved up very quickly to take a close second right behind Murphy.

In Open Super Street, Harry Klinzmann pushed Earl Roloff for most of the race until gaining the lead on the last lap to win it and give Earl his first second place in a long time.

Roloff also fought Jim Vreeke for the 600cc Production honors and finally was able to put some real estate between them on the last lap to win that one.

Vreeke was involved in a controversy later on as his 600cc Box Stock win was protested for a supposedly illegal bike. But Vreeke stood by confidently as his bike was torn down and he was found to be perfectly legal and won the protest.

A new feature was added to the race program — a parade lap for any and all spectators, with a motorcycle, who wanted to check out the track. It went over quite well and will be a continuing feature.

Results

750 SUPER ST: 1. Walt Nitto (Kaw); 2. Mark Shelton (Kaw); 3. Mark Thomas (Hon).
OPEN SUPER ST: 1. Harry Klinzmann (Kaw); 2. Earl Roloff (Kaw); 3. Chris Steward (Yam).
450 BOX STK: 1. Jeff Braucht (Yam); 2. Rick Soloway (Yam); 3. Doug Booth (Yam).
600 BOX STK: 1. Jim Vreeke (Kaw); 2. Jim Poet (Kaw); 3. Steve Vague (Kaw).
FORMULA 3: 1. Chris Steward (Yam); 2. Walt Nitto (Kaw); 3. Jay Tanner (Yam).
750 BOX STK: 1. Earl Roloff (Kaw); 2. Kenny Kopecky (Kaw); 3. Scott Harmala (Kaw).
OPEN BOX STK: 1. Mark Shelton (Kaw); 2. Bruce McFarland (Suz); 3. Dave Langford (Kaw).
450 PROD: 1. Clint Whitehouse (Yam); 2. Mark Capell (Yam); 3. Bob Cobb (Yam).
VINTAGE I: 1. Tony Murphy (Nor); 2. Don Vesco (Nor); 3. Marc Johnson (Ariel).
600 PROD: 1. Earl Roloff (Kaw); 2. Jim Vreeke (Kaw); 3. Jim Poet (Kaw).
VINTAGE 2: 1. Tony Murphy (Nor); 2. Bill Burdett (Nor); 3. Jim Schmidt (Nor).
FORMULA 4: 1. Dylan Code (Hon); 2. Gary Pendergrass (Hon); 3. Frank Callinicos (Yam).
750 PROD: 1. Jeff Tuttobene (Kaw); 2. Mark Thomas (Hon); 3. Scott Harmala (Hon).
OPEN PROD: 1. Earl Roloff (Kaw); 2. Tony Guest (Duc); 3. Mark Shelton (Kaw).
450 SUPER ST: 1. Jim Collins (Yam); 2. Greg Zepeda (Yam); 3. Clint Whitehouse (Yam).
600 SUPER ST: 1. Walt Nitto (Kaw); 2. Robert Holdsworth (Kaw); 3. Ted Toki (Kaw).
FORMULA I: 1. Jeff Heino; 2. Curtis Maddox (Suz); 3. Eddie Kocina (Yam).
FORMULA 2: 1. Mark Thomas (Hon); 2. Chris Mencher (Kaw); 3. Greg Philippi (BSA).

Atkins aces OCIR opener

By Steve Crosby

EAST IRVINE, CA, MAR. 31

After a month-long battle to wrestle the race track away from the floodwaters and weeds, R.A.C.E. motocross opened its 1983 season at the Orange County International Raceway. Each year the season opener has produced the largest turnout in the history of the tight-cornered night track. This year, with an assist from the weather and spring vacation from school, 298 riders jammed into the pits. The track featured the same basic layout as last season with reconstructed stutter-bumps, a new whoop-de-doo section, and several whoops between the start and the big jump. The track proved to be very unforgiving.

The best of the Pro races turned out to be in the 125cc class. In the first moto a major pile-up in the first corner produced a red flag. On the first attempt at a restart three riders jumped the gate. On the next restart the holeshot went to Ken Dunlap, but he had jumped the gate a second time and was put down a lap. Dunlap held a slight lead over Kawasaki's Kyle Landrum and Team Green's Tracy Meeks. On the fourth lap both Dunlap and Landrum went over the bars in separate incidents in the whoop-de-doos. Meeks inherited the lead and held on. Steve Burdette, a Yamaha rider from the east, moved into second with Dunlap up again in third place. At the finish it was Meeks, Burdette, Dunlap (down a lap), Rick Atkins and Doug Bowers.

Atkins took his R&D Suzuki to the lead in the second moto over Meeks and Burdette. On the second lap Meeks crashed and remounted a distant eighth. Chris Heinrich took over third place with Honda-supported Aaron Pitts in fourth. At the halfway point of the moto, Pitts slipped by Heinrich for third and Meeks moved up to fifth, but was a good 10 seconds behind the leaders. What had been a very tight race became even closer. Atkins was holding onto a slim lead with both Burdette and Pitts within striking distance. With two laps left, the leaders pulled alongside each other and were three abreast going over the big jump. Burdette had the lead for a second as the trio was flying through the air, but out of the next turn Pitts emerged with his Honda in the lead. Atkins managed to hold onto second at the finish with Burdette third. Atkins (3-2) was the big money winner. Burdette had a 2-3 for second, with Pitts third with a 5-1 score.

The headline on the story should read, "Todd Peterson didn't win 250cc Pro at OCIR." That honor went to Bryan Maloney with a 3-1 on his North County Honda. Peterson took second with a 2-2 and Mike Tripes, back on a Pro-Circuit Husky, took third in the 17-rider class. Veteran Dave Taylor took the holeshot in the first moto and held off Tripes for

three laps before the white bike took the lead. Peterson, after a poor start, fought his way to second, but could not challenge Tripes. Ian Fitz-Gibbon had his Yamaha in a solid third until the last lap when Maloney caught him.

In the second moto Peterson battled for the first-lap lead with Maloney in second. Tripes was running fourth but fell in a tight corner and spent the rest of the moto moving back to fifth. On the second lap Maloney accomplished a rare feat at the County and passed Peterson's Yamaha. The pair pulled away from the pack, but Maloney kept a safe lead over Peterson. By the checkered flag Danny Bartholomew had moved into third over Westby's Jean Hendryx.

In Open Pro, Mike Tripes led every lap of both motos. Scott Cavness was with him in the first moto until he suffered mechanical problems. Bruce McDougal placed his Honda second in both motos. Third place belonged to Jeff Conlin aboard a Husky.

Results

60 BEG: 1. Charles Vice (Yam); 2. Chad Ponegalek.
60 NOV: 1. Chris Hill (Kaw); 2. Brandon Sperling (Kaw); 3. Jesse Sames (Kaw).
MINI BEG DIV I: 1. Kevin Bussey (Yam); 2. Jason Benacki (Yam); 3. Jammin' Jody (Kaw).
MINI BEG DIV II: 1. Mark Gabriel (Kaw); 2. Derek Parsons (Kaw); 3. Chris Lester (Yam).
MINI BEG DIV IV: 1. Robby Gordon (Yam); 2. Brad Starkenberg (Yam); 3. Steve Wamboldt (Kaw).
MINI NOV: 1. Steve Kendall (Suz); 2. Don Burke (Kaw); 3. Chris Hill (Kaw).
MINI NOV DIV II: 1. Mike Sandoval (Suz); 2. Rodney Hamilton (Suz); 3. Troy Doolan (Suz).
MINI INT: 1. Gene Baldwin (Kaw); 2. Terry Szucsko (Kaw); 3. Thayne Zito (Yam).
MINI EX: 1. Jeff Barbacovi (Yam); 2. Craig Canoy (Suz); 3. Dave Miller (Yam).
125 BEG DIV I: 1. Mark Maxwell (Suz); 2. Blazin' Bambino (Kaw); 3. Gary Brauer (Kaw).
125 BEG DIV II: 1. Jeff Osborn (Yam); 2. Steve Potter (Kaw); 3. Ron McKiernan (Hon).
125 BEG DIV III: 1. Gilbert Gallo (Yam); 2. Scott Evers (Suz); 3. Keith McMillen (Hon).
125 NOV DIV I: 1. Jim Perry (Suz); 2. Mark Cramm (Kaw); 3. Dale Himmelreich (Suz).
125 NOV DIV II: 1. Doug Hawkins (Kaw); 2. Chris Sparks (Kaw); 3. Ross Dettorre (Yam).
125 INT: 1. Eric Clemson (Yam); 2. Greg Armstrong (Kaw); 3. Jim Matiasevich (Suz).
125 PRO: 1. Rick Atkins (Suz); 2. Steve Burdette (Yam); 3. Aaron Pitts (Hon).
250 BEG DIV I: 1. Ron Swenson Jr. (Suz); 2. Mike Conner (Hon); 3. John Boethals (Suz).
250 BEG DIV II: 1. Jim Nelson (Hon); 2. Bruce Jenson (Yam); 3. Aaron Briggs (Hon).
250 NOV DIV I: 1. Bryan Justice ([am); 2. Mark Romero (Suz); 3. Tim Huddleston (Kaw).
250 NOV DIV II: 1. Kevin Fringer (Yam); 2. Von Wallace (Kaw); 3. Mike Musson (Suz).
250 INT: 1. Tom Brown (Hon); 2. Scott Lohr (Suz); 3. Shawn Tracy (Hon).
250 PRO: 1. Bryan Maloney (Hon); 2. Todd Peterson (Yam); 3. Mike Tripes (Hus).
OPEN BEG: 1. Scott Hyde (Hon); 2. Art Oliver (Hon); 3. Bill Mahony (Hon).
OPEN NOV: 1. Dave Blosser (Yam); 2. Ralph Mendenhall (Hus); 3. Jack Stevens (Yam).
VETS: 1. Danny Ashcraft (Hon); 2. Ron Way (Hus).
OPEN INT: 1. Ron Rehnquist (Yam); 2. Dan Berg (Mai); 3. Karl Holmberg (Yam).
OPEN PRO: 1. Mike Tripes (Hus); 2. Bruce McDougal (Hon); 3. Jeff Conlin (Hus).

Musson manages CRC Saddleback win

By Tom Corley

ORANGE, CA, MAR. 27

Making a great comeback after several years of inactivity, Mike Musson, aboard his Matrix-3 Convertibles-sponsored Suzuki, dusted the 250cc Novices in California Racing Club motocross at Saddleback Park. Musson, one of the past minicycle riders for Harry's Cycle Sales in Orange, apparently hasn't lost his talent for racing and is winning week after week.

Winning the 125cc Intermediate class was Team Green's Sam Storer, who, along with Musson, raced during the 70s on that famed minicycle team.

Though Musson became the eventual winner, never did he find himself in the holeshot position. When the first moto began for the 250cc

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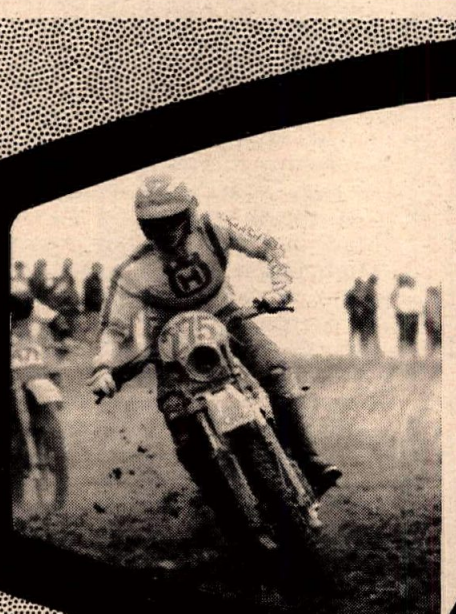

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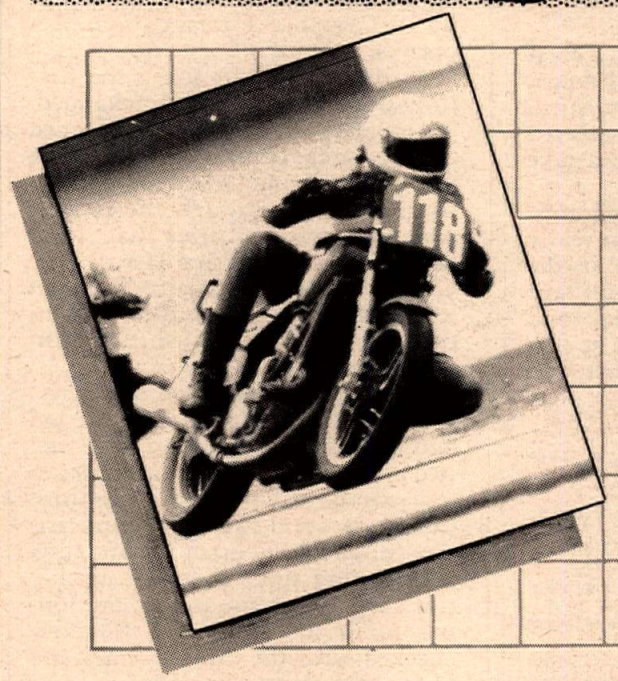

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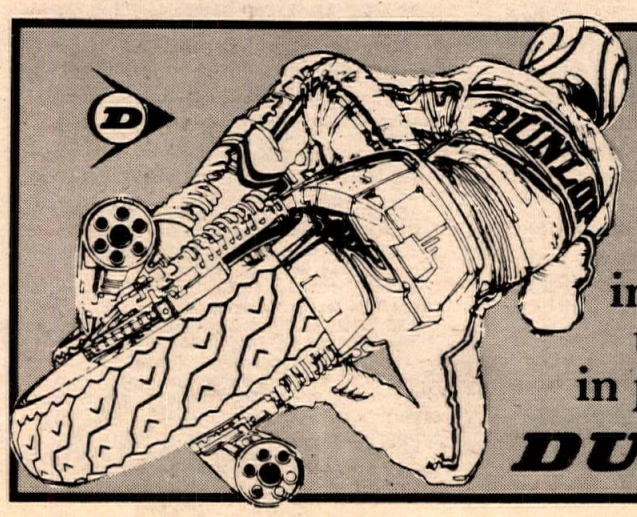

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Mark Maxwell (401) leads Lance Rieman in CRC 125cc Beginner action.

Novices there were three riders who hit the first corner before Musson. But before the first lap was over, Musson made a few passes and took over the leader's position from Bryan Paquette on a Honda. Jeff Wright and Mark Romero placed third and fourth.

In the first moto Rick Pickering placed sixth but improved greatly in the final event. Pickering took the holeshot and led Romero and Musson. It wasn't long before Romero disposed of Pickering and took the lead for a good portion of the race. Musson came from third place and made the winning move while flying over the double jumps and demoted Romero back to second. Musson had to work hard for the lead in both motos, but in each case he took the first wave of the checkered flag. Two wins earned Musson more first place brass over Paquette and Romero.

Adding to the challenge for the 250cc Novices was the fact that the 125cc Novices were on the track at the same time. While Musson swept his contest, Jon Barrick had one bad moto, but won the 125cc Novices nonetheless. Chris Pillow took the honors in the first moto of the 125cc Novice class with Kenneth Maciver in second and Chuck Whitmore taking third. Jon Barrick was in the top three when he dropped his Honda while charging downhill. Barrick was knocked back to fifth place.

Follow the leader was the name of the game in the final moto as there were six riders contending for the lead within 50 feet of each other. Maciver was up front and being pursued by Mark Cramm, Jon Barrick, Chris Pillow, Jeff Matiasevich and John Gersjes. Breaking up the order was Barrick, who zapped Cramm on a small uphill turn. Barrick was on the move and after Maciver.

He finally took the lead when heading down a hill and hauled past Maciver. Cramm was back in third, but not for long as he out-powered Maciver on a small stretch to take over second.

Matiasevich had been racing minis, but proved today that he can really ride a 125. He was the next in the pack to overcome Maciver and take third behind leaders Barrick and Cramm. On the trophy list it was Barrick, Maciver, Matiasevich and Pillow.

Results

60 NOV: 1. Brandon Sperling (Kaw); 2. Derek Nagamine (Yam); 3. Jacob Swain (Kaw).
60 EX: 1. Buddy Antunez (Kaw).
80 STK BEG: 1. Bubba Erickson (Yam); 2. Dugan Sanders (Yam); 3. Rich Divito (Kaw).
80 STK NOV: 1. Steve Kendall (Suz); 2. Rodney Hamilton (Suz); 3. Doug Allen (Yam).
80 STK INT: 1. Terry Szucsko (Kaw); 2. Joey Mendoza (Kaw); 3. Sean Delvenne (Kaw).
80 STK EX: 1. Craig Canoy (Suz); 2. Dean Matson (Kaw); 3. Jeff Barbacovi (Yam).
80 MOD NOV: 1. Colin Karcher (Kaw); 2. Rodney Hamilton (Suz); 3. Jeff David (Yam).
80 MOD INT: 1. Terry Szucsko (Kaw); 2. Steve Gamble (Yam); 3. Scott Murphy (Yam).
80 MOD EX: 1. Jeff Barbacovi (Yam); 2. Greg Vowell (Kaw).
100 BEG: 1. Mike Cagle (Yam).
125 BEG: 1. Mark Maxwell (Suz); 2. Lance Rieman (Yam); 3. Brian Felix (Yam).
125 NOV: 1. Jon Barrick (Hon); 2. Kenneth Maciver (Suz); 3. Jeff Matiasevich (Suz).
125 INT: 1. Sam Storer (Kaw); 2. Kenny Clifton (Suz); 3. John McDougal (Hon).
125 PRO: 1. Tracy Meeks (Kaw); 2. Craig Cable (Hon); 3. Donnie Best (Yam).
250 BEG: 1. Henry Corry (Suz); 2. Scott Brady (Yam); 3. Jeff Smith (Hon).
250 NOV: 1. Mike Musson (Suz); 2. Bryan Paquette (Hon); 3. Mark Romero (Suz).
250 INT: 1. Steve Weidler (Yam); 2. Glen Wells (Hon); 3. Alan Olson (Kaw).
250 PRO: 1. Vince McMahon (Yam); 2. Juan Benavidez (Yam); 3. Darryl Werner (Hon).
500 BEG: 1. Mark Johnson (Hon).
500 NOV: 1. Chuck Fuhrman (Hon).
500 INT: 1. Ruben Falcon (Hon); 2. John Tartaglia (Mai).
500 PRO: 1. Jim Roy (Yam).
VET JR: 1. Tim Fitzpatrick (Suz); 2. Jack Allen (Yam); 3. Daniel Ostrosky (Suz).
VET INT: 1. Jody Weisel (Hon); 2. John Tartaglia (Mai); 3. Milt Muller (Mai).
VET EX: 1. Alan Olson (Kaw).

Stephens/Owens out-endure SNRR four-hour

By Don Akers

LAS VEGAS, NV, MAR. 27

Slim Stephens and Lance Owens, riding the Kawasaki West/Wildlife Performance GPz 750, persevered for four hours to win the second annual Southern Nevada Roadracers Endurance race.

When the starting flag dropped, Stephens squirted out to an early lead. A half hour into the race Stephens was still in the lead, but the Yamaha Seca ridden by the team of Jody Morgan and Armando Melgosa had dropped out with the first of many ailments that was to relegate them to the status of also ran.

After a half an hour of frantic wrenching they were able to re-enter the race, but at a decided disadvantage.

At the one hour mark the team of Mark and Steve Shelton, riding for High Desert Kawasaki, had usurped the number one position. This left the Stephens/Owens team in second with the hard charging duo of Jim Cox and Mike Williams on their Honda-Kawasaki of Las Vegas/ABC Copy Service GPz 550 in third.

By the time the race was at the halfway point, the lead had changed again. The Owens/Stephens team was back in first with Cox and Williams in second and the Shelton brothers running third. In fourth place, by virtue of steady, consistent riding, was the Bruce Haupt and Jon Parisena team riding a brand new GS750ESD Suzuki backed by Wildlife Performance/Freelance Court Reporters.

At the three hour mark the first three positions remained unchanged, but an alert pit crew member flagged the Parisena/Haupt bike in for a front tire change when he spotted cords showing through the rubber. About 15 minutes after that, local favorites Jack Baker and Henry "Mr. Clean" Tecza retired their 550 Vision when a broken exhaust pipe fried an exhaust valve and turned their twin into a thumper!

At the finish line it was Stephens/Owens first, Cox/Williams second and Haupt/Parisena third. The first two positions were never in question towards the end of the race, but third place was a real squeaker! Jon Parisena was at the helm of the big Zook and turning some pretty decent lap times when he came around motioning for a fuel stop. His pit crew checked with the official timer and found that there was only five minutes left in the race. Because Jon was running only 13 seconds behind the *then* third place bike, ridden by the team of David Jenesko and Chris Coswell of Westlake Suzuki, the pit crew flashed him a "Go for it!" sign on the chalk board. Shortly thereafter Jon passed the Jenesko/Coswell bike to take over third place, but as he went by the pits on the last lap his crew could *hear* his bike start to lean out. We talked to Jon at the finish and he said that he backed out of it a little on that last lap, but he still coasted into the pits with only a memory of fuel left in the tank!

We'd also like to make special mention of the fifth place team of David Old/Christine Bauer. This team had the only female team member in the race, and she more than held her own. My curiosity was naturally picqued when I saw a woman's name on the sign up list, so I wandered through the pits before the race asking questions. When I hit one of the Wildlife Performance pit crew members, a roadracer himself, he told me "I hate to admit it, but she's turning faster lap times than I do!" The team ran a good, steady race on their 750 Honda Interceptor until about 20 minutes before the finish, when Old lost it in fast turn one. He was able to right the bike and limp on into the pits where Christine took over and finished the race, but the down time was just too much of a handicap.

Berdyck & Olson's stanza at DeAnza OTMX

By Bob Alloy

SUNNYMEAD, CA, MAR. 20

There was mud aplenty at DeAnza today, but thanks to Doug Hall, owner and operator, the track was rerouted so that there was just enough mud for good traction.

There were 38 Old Timers riproaring around out there and having a great time.

"Movin' Marv" Olson did it once again with two very fast wins in the Masters class. Marshall Jennings and his Honda grabbed a second both times around.

George Spearing, of the Junior Masters, displayed some real winning techniques and some fast moving to put himself in first place. Bob Berdyck followed Spearing in for second place. The second moto's win went to Berdyck, who started things with a holeshot and stayed out there in front for all 10 laps. Spearing got a bad start, but did some quick catching up to come in second.

Expert Richard Lyons found the right lines to take him in to first in his class. Asker Larnkjaer managed to maneuver himself past all obstacles for a great second place win.

The second moto began with Bob Crandall in the lead for two laps. Then Lyons took over the lead for three laps. At that point, Larnkjear got his Suzuki out front and just kept it there until he had won. Kurt Sofka followed Asker in with a second place win.

Gorden Mathieu looked like a winner in the Amateur class, and for six laps he led the action. However, he developed some problem and Bob Klatt, riding his new Honda 480, passed him by. Bob then took his lead onward to the finish.

Bill Qualls also rode a Honda into a good spot, second place. Bob Alloy made it in with third.

Mathieu's luck was with him in the second moto. He got everything together and running smoothly and took a winning first place. Jones was in with second and Klatt took third place honors.

Dale Brockett was the Novice who led nine other Novices and took that class win. Larry Escamilla did all right for himself with his second place finish. Dick Fettel got his Yamaha into third place.

The second moto began with Oren Spahn leading the Novices, and for six laps he continued to do so. Ray Montoya, riding a Kawasaki, gassed on past and zoomed on for a moto win. Spahn held in there for second and Dale Brockett ended up with third.

Todd Tavares flies to the Hawaii Raceway Park 125cc Expert win.

Results

MASTERS: 1. Marvin Olson (Yam); 2. Marshall Jennings (Hon).
JR MASTERS: 1. Bob Berdyck (Mai); 2. George Spearing (Hus).
EX: 1. Asker Larnkjear (Suz); 2. Kurt Sofka (Yam).
AM: 1. Bob Klatt (Hon); 2. James Jones (Mai); 3. Gorden Mathieu (Hon).
NOV: 1. Dale Brockett (Yam); 2. Ray Montoya (Kaw); 3. Dick Fettel (Yam).

Tavares takes Hawaii TT win

By Ace Reporter

OAHU, HI, MAR. 12

Todd Tavares tried out his new Honda 125 at the Hawaii Raceway Park TT races and came away with the 125cc Expert win after holding off Mike McGuire in the second moto of Action Promotions '83 season opener. Bert Uyeda won the first 125cc moto, but crashed at the start of the second, so Tavares' 3-1 motos won the tie over McGuire's pair of seconds.

Traction was perfect, but the one lane corners and short straights made an all or nothing proposition of the start. More than one race was won by a slower rider defending a valuable holeshot clear to the checkered.

McGuire took both motos of the 250cc Experts, and Jace Furuike and Roy Kiyabu went undefeated in their classes, 125cc Support and Minibike. Everybody else tied or traded wins to get their trophies.

In 250cc Novice, Mike Metzger won the first moto, with Darrell Fung second, but Darrell edged Mike in the second to win the tie and overall.

Same story in Amateur 250cc and Open Novice. Dean Freitas and Wallace Lee traded Amateur wins, with Dean scoring the overall, and George Garcia muscled some of the best (and only) passes of the night to edge Vance Fung's first moto win to take Open Novice.

With passing a pushy proposition, riders took chances they ordinarily wouldn't have. Jason Lee broke his collarbone and Hagi Alexander was rushed to the hospital with feared broken ribs, but luckily it turned out to be only a separated shoulder. Hagi was run over in Open Expert class, which featured a first moto restart when Duane Johnasen slid out in front of the whole class, and a second moto crash when Stu Whittingham and Robbie Bright ran over Hagi after he had bailed in the first turn. Bob Kutz injured his good knee trying to avoid fallen Siamani Salavea in the same corner.

Johnasen was first off the line every time he lined up, and was very hard to pass. Whittingham tried and tried in the first moto, and he finally got around only to be crashed by Duane, giving the lead and moto win to Jon Bratten.

Second moto saw Duane again get the start, only this time Stu muscled his way around cleanly and Bratten crashed trying to pass Johnasen.

Bratten came back quickly and dispatched Johnasen by crashing him, taking over second, but too far back to catch Stu. Bratten still took the overall with his 1-2 finishes over Stu's 3-1.

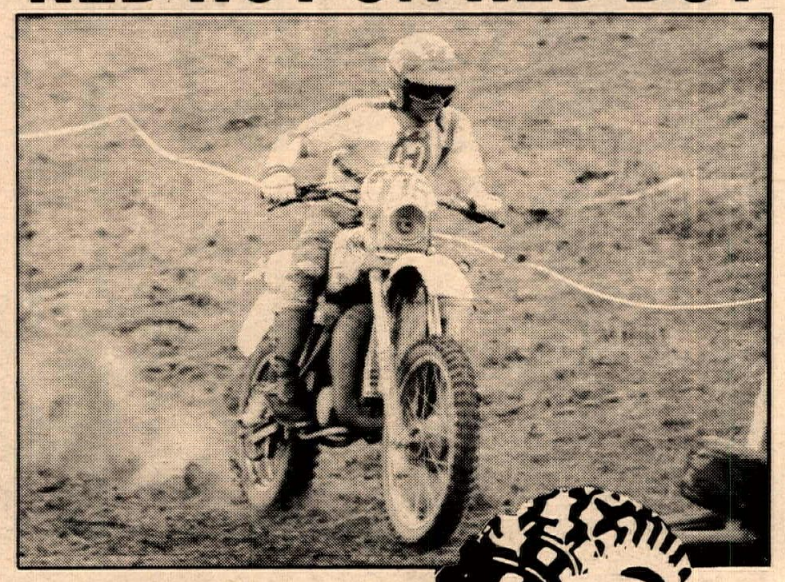
Jackpot trophy dash was another Johnasen holeshot, until Bratten drove around him in the sweeper to take the lead. Steve Smithe got a little out of control off the line and took out Bright and Whittingham. So, with Hagi already at the hospital, Bratten cruised in for the win, and only Dennis Hethcote could get past Johnasen before the checkered. •

Results

MINI: 1. Roy Kiyabu (Yam); 2. Nathan Lee (Yam); 3. Huch Viela (Yam).
SUPPORT 125: 1. Jace Furuike (Suz); 2. Blayne Soma (Yam); 3. Brian Agni (Yam).
NOV 250: 1. Darrell Fung (Hus); 2. Michael Metzger (Yam); 3. Tracy Scot Paiva (Yam).
AM 250: 1. Dean Freitas (KTM); 2. Wallace Lee (Yam); 3. BobbyJoe Oman (Hon).
SUPPORT OPEN: 1. George Garcia (Hon); 2. Vance Fung (Hus); 3. Carl Dees (Hon).
EX 125: 1. Todd Tavares (Hon); 2. Mike McGuire (Hon); 3. Bert Uyeda (Suz).
EX 250: 1. Mike McGuire (Hon); 2. Jon Bratten (Hon); 3. Dennis Hethcote (Yam).
EX OPEN: 1. Jon Bratten (Hon); 2. Stuart Whittingham (Hus); 3. Mike Zane (Yam).
JACKPOT TROPHY DASH: 1. Jon Bratten (Hon); 2. Dennis Hethcote (Yam); 3. Blayne Soma (Yam).

EDDIE LOJAK

RED HOT ON RED DOT



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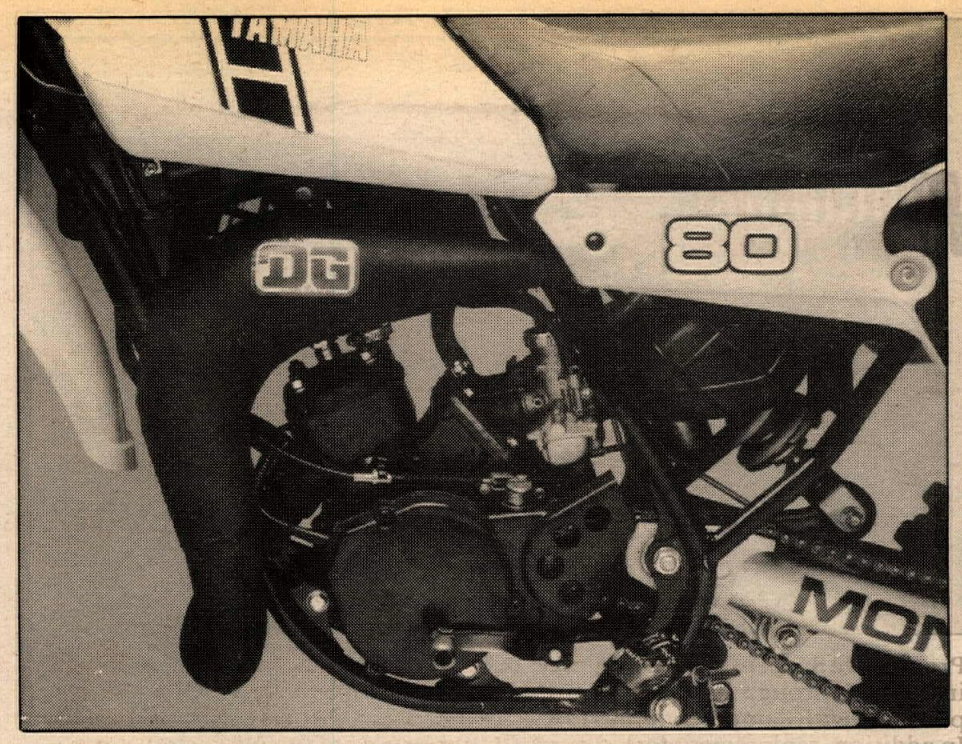
Dirt Bike Maintenance: The Complete Guide to Off-Road Competition Machinery is a handy reference book for old-time competitors and should be considered required reading for newcomers to off-road motorcycling. The book was written by Bruce Thompson and is published by Britain's *Trials + Motocross News*. The book contains 15 chapters which include general dirt bike information as well as specific data. The book sells for $4.95 plus $1 for postage and handling from Motorsport, Dept. CN, 6115 Gravois, St. Louis, MO 63116.

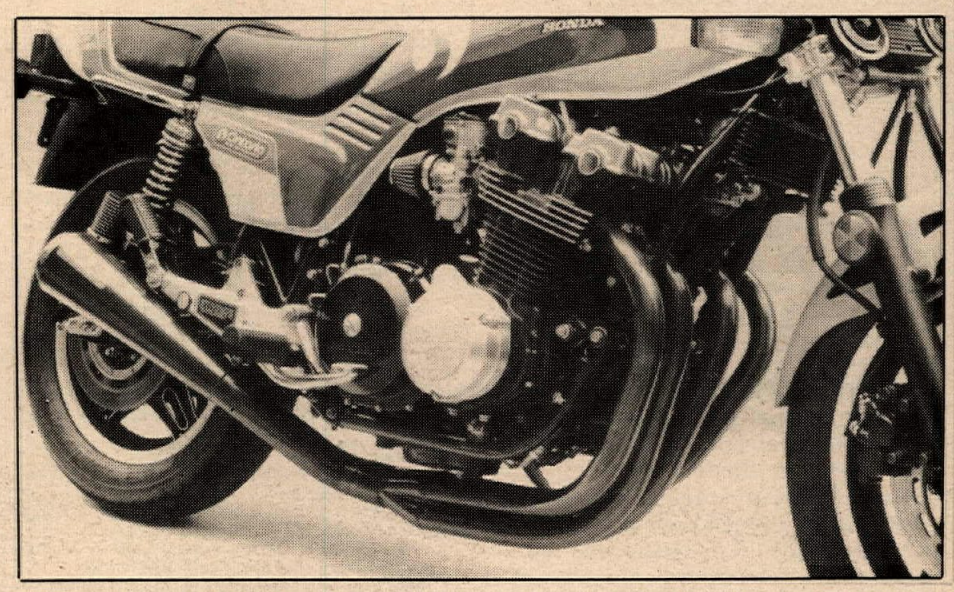
SuperFox Racepants have been redesigned and are now offered at a new low price of $85 per pair. Changes include sewn-on lettering, expandable Team Fox trim on the sides of the legs, a high-cut back to help keep your jersey tucked in and knee/shin guards that strap directly to your leg for positive fit. See your Moto-X Fox dealer or order direct from Dept. CN, 520 McGlincy Lane, Campbell, CA 95008. The 1983 Fox catalog is available for $1 to cover handling and postage.



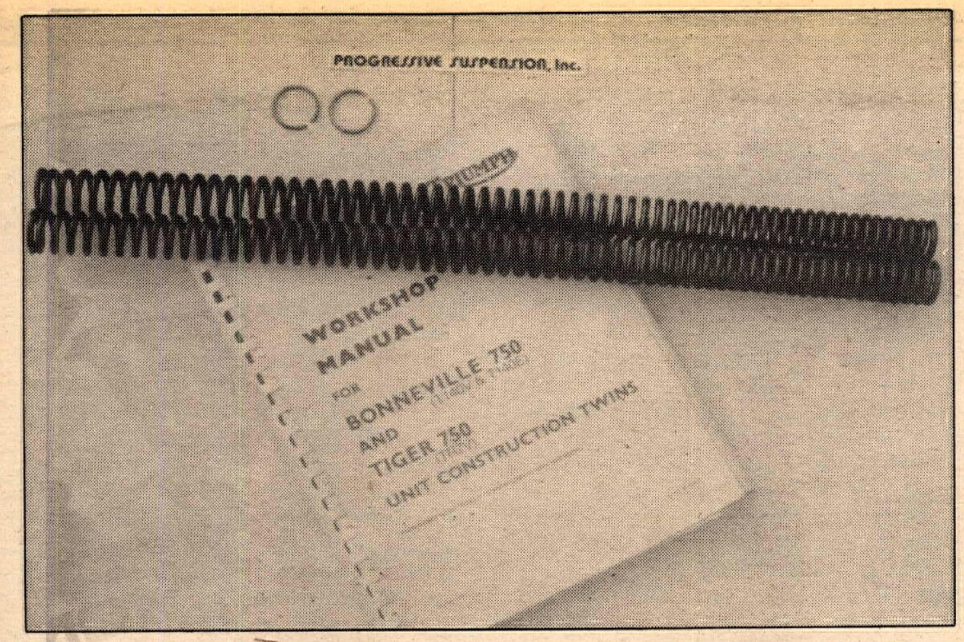
Rev up your kid's 1983 Yamaha YZ 80K or Suzuki RM 80D with a new DG Performance Specialties exhaust pipe. The pipes are made from hydro-formed 20 gauge steel and increase ground clearance of the bike by over one inch. In addition, an increase in low-end and mid-range power is claimed. See your DG dealer or write them at Dept. CN, 1230 La Loma Circle, Anaheim, CA 92806.

ACP's Vinyl-Kote is a non-slick, non-greasy liquid that produces a tough flexible protective finish which will not dry out. It can be used on leather, vinyl, rubber trim, aluminum, textured fiberglass and many other items. The handy 8 oz. dispenser bottle sells for $2.98. See your dealer and check out the ACP line of products.

Saddle up with soft saddlebags from Pacific Strand Corporation. The bags are constructed of Cordura Pak Cloth with double needle nylon thread stitching. The bags also feature Fastex buckles and are available in black or maroon. The bags come in two sizes, the Day Bag and the Weekender. Have your dealer contact them at Dept. CN, 901 Hermosa Ave., Hermosa Beach, CA 90254.

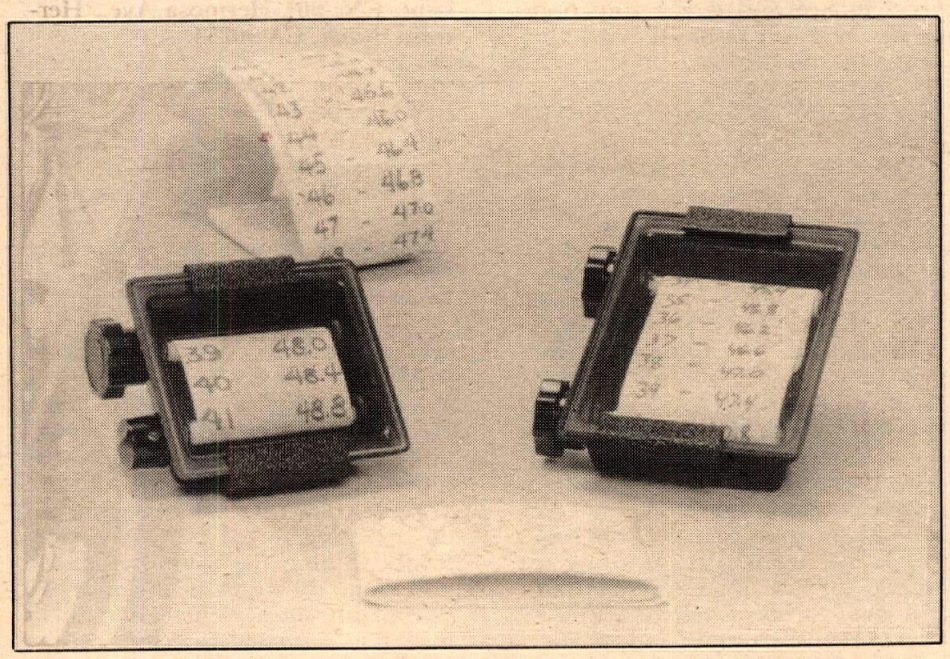


Ontario Moto Tech's Hand Bent Racing Exhaust System for the Honda CB750F and CB900F employs a unique collector configuration and provides an increase in horsepower over a wide rpm range, even on stock engines. The system is available unfinished with a racing tail section from $390. A street version in Kal-Gard black with a performance street tail section sells for $410. Optional baffles for the street version are $14.95. To order see your Honda dealer or write Ontario Moto Tech, Dept. CN, 6850 Vinelend Ave., Unit 16, North Hollywood, CA 91605.



Progressive Suspension has a number of items to cure fork "stiction" problems in the 1971 through 1983 Triumph. Progressive recommends a $6.95 damper rod piston set with damper rod rings to replace the rubber O-rings used by Triumph. In addition, replacement fork springs should be used to top off the transformation. The springs sell for $49.95. Contact Progressive Suspension, Dept. CN, P.O. Box 8591, Long Beach, CA 90808.

The Chopper Jacket from Harley-Davidson is made of soft, tumble-dyed leather. The New Breed jackets feature special elbow and shoulder stitching, braided leather epaulets, snap-back lapels, slash pockets, zippered sleeves and a center pleat back for added comfort. The men's jacket comes in regular ($179.95) and long ($189.95) styles in sizes 34 to 52. The women's jacket ($159.95) is available in sizes 30 to 42. See your local Harley dealer.



Tired of burning checkpoints like you were General Sherman marching through Georgia? This isn't an ad for fire extinguishers from Malcolm Smith, but he will sell you this route chart holder. Features include large, easy to run advance knobs and a large, clear plastic view window. The small model sells for $20.95 while the large model is $21.95. A route chart extension knob is also available and mounts to the left handgrip, allowing the rider to advance the chart without letting go of the grip. Your Malcolm Smith Products dealer has all the info.

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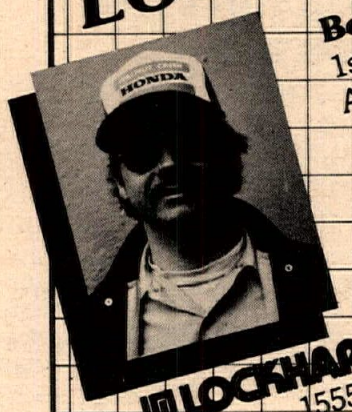

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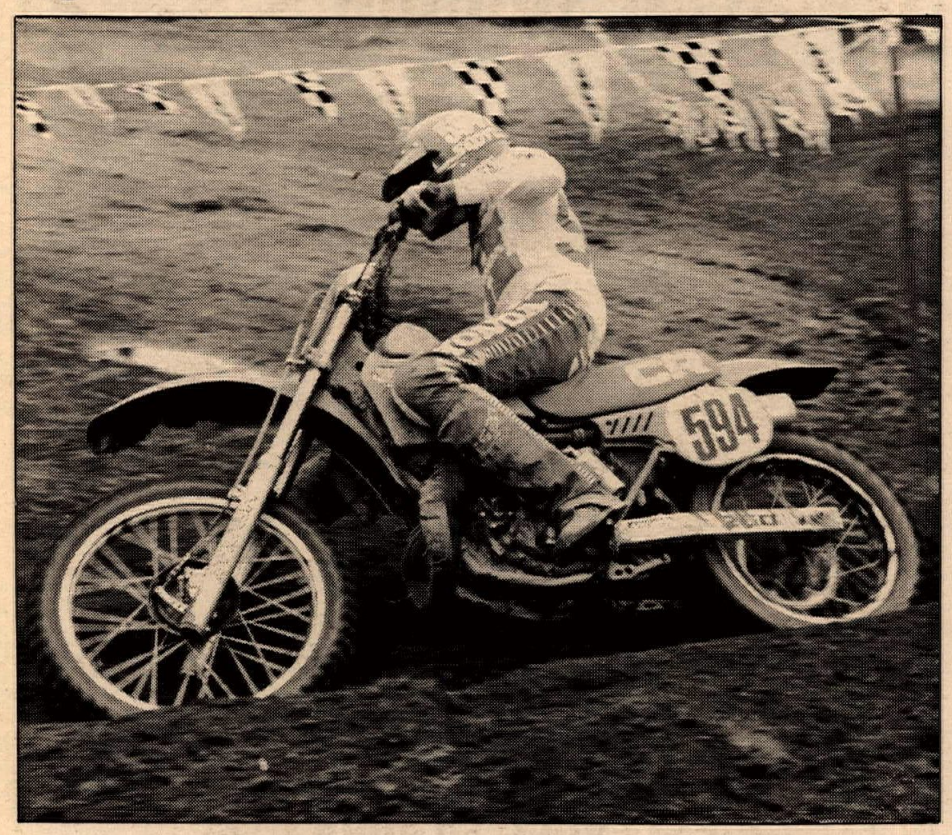

Eric Hall ran away from the 250cc class at Woodland's motocross.

Hall hauls at Woodland MX

By Brian Barnes

WOODLAND, WA, APR. 2

Eric Hall (WP Racing/Newberg Honda/Honda Support) returned to the northwest after an outstanding weekend at Hangtown and proceeded to dominate today's 250cc Pro class at the Woodland Motocross track. Rowdy Blasdell (Gresham Suzuki), back again on a 125, won both motos of the small bores, but not without pressure from Kawasaki-mounted Derrick Personette, who traveled all the way from Idaho, and Yamaha rider Jon Buyas. Buyas was second in the first moto while Personette guided his green machine to the second position during moto number two.

Highland Honda-mounted Rob Burkhart grabbed both holeshots of today's 250cc races, but, it was Hall who ran away with both wins. Caldwell Honda's Joe Wright, who made the trip with Personette from Spud Land, had a first moto second after a great duel with Burkhart, who took third. Jon Buyas and David Froembling rounded out the top five.

Burkhart was able to hold off Wright during a wet second moto and that also gave him second overall. Wright was third, Froembling fourth and Honda rider Willy Cuadle fifth.

Today's Mini Junior class saw some fine racing between the 18 riders entered. Jon Davidson led the entire first race with Richard Jacobs in second. Dan Fritts, Scott Fritts and Jason Smith, all aboard Kawasaki's mean machines, rounded out the top five.

During moto two, Dan Fritts shot into the lead on the first lap and held off first moto winner Davidson the whole race. Jacobs was third, Scott Fritts and Smith were again fourth and fifth.

A great turnout of 25 125cc Junior entries lined the gate for racing today. Suzuki-mounted John Pierce led the first moto over Keith Cayton, Rocky Kocher and Mark Braxling. Cayton moved into the lead during lap three, keeping ahead of Pierce for the win. Braxling was third, John Kocher fourth, Rocky Kocher fifth and Dwight Burr sixth.

The second moto found Pierce once again out front, Roger Free and Braxling followed, with Braxling passing Free first, and then Pierce during the last lap to gain the overall. Pierce was a close second, Free third, Cayton fourth and Roger Lauderbaugh fifth.

Results

WEE PEE WEE: 1. Brad Kocher (Suz).
PEE WEE: 1. Jason McCormick (Yam).
MINI JR: 1. Jon Davidson (Kaw); 2. Chris Dineen (Kaw); 3. Richard Jacobs (Hon).
MINI INT: 1. Kurtis Rogstad (Yam); 2. Darren Rogers (Yam); 3. Corey Evans (Kaw).
MINI EX: 1. Larry Ward (Kaw); 2. Oren Bray (Kaw); 3. John Sowards (Kaw).
100 JR: 1. David Wallander (Suz); 2. Corey Evans (Yam); 3. Rick Scheuber (Suz).
100 INT: 1. Todd Lusk (Yam); 2. Craig Clark (Yam).
125 JR: 1. Mark Braxling (Hon); 2. John Pierce (Suz); 3. Keith Cayton (Kaw).
125 INT: 1. Larin Inman (Kaw); 2. Lonn Inman (Kaw); 3. Mike Kiemele (Suz).
125 PRO: 1. Rowdy Blasdell (Suz); 2. Derrick Personette (Kaw); 3. Jon Buyas (Yam).
250 JR: 1. John Wilson (Suz); 2. John Hansen (Suz); 3. Mike Kates (Suz).
250 INT: 1. Darrell Jamieson (Hon); 2. Jerry Asbjornson (Hon); 3. Mike Kardash (Mai).
250 PRO: 1. Eric Hall (Hon); 2. Rob Burkhart (Hon); 3. Joe Wright (Hon).
OPEN JR: 1. Broc Ross (Yam); 2. Todd Lusk (Yam); 3. Ed Sorenson (Yam).
OPEN INT: 1. Darrell Sexton (Suz); 2. Eric Hallstaff (Hon); 3. John Tollefson (Suz).
OPEN PRO: 1. Steve Smith (Suz).
30-40 INT: 1. Rick Magee (Mai); 2. George Dennis (Kaw); 3. Curtis Gilbert (Yam).
30-40 EX: 1. Dave Eakin (Hon); 2. Jeff Chikusa (Hon); 3. Roger Knight (Yam).
OT NOV: 1. Tom Harmon (Yam); 2. Lance Lusk (Hon); 3. Chuck Burchinal (Mai).
OT AM: 1. Jerry Hiersche (Kaw); 2. David Pembroke (Yam); 3. Norm DuVall (Yam).
OT EX: 1. Jim Lamkin (Hon); 2. Gary Bonds (Hus); 3. Elmer Reimer (Suz).

Fitterer flys at Sprockets MX

By AME Staff

BAKERSFIELD, CA, APR. 3

The skies were finally blue this weekend at Sprockets Park, for a very nice Easter race day. The 125cc Beginners, as usual, put on an exciting race. Brain Sweaney (Suz of Bakersfield) got the holeshot and held the lead for the entire moto. His twin brother Todd Sweaney was back in third, trying to get past Brian Fitterer. These three would stay in the same position for the rest of moto one.

The second moto saw Bill Millspaugh out in front with Todd Sweaney following. Steve Patrick was in third. Both of the Sweaney boys had trouble and did not finish the moto. Overall it was Fitterer, Patrick and Millspaugh.

In the 250cc Intermediate class, Tim Winslow (Shafter Yamaha) who has been out with a broken shoulder, grabbed the lead but couldn't hold on to it. Mark Rouff took over, followed by Scott Curtis (Kawasaki Central) in second and Ernie Reid in third.

The second moto started with a holeshot for Winslow. This time he built up a small lead over second-place Rouff. The battle for second was then on between Rouff and Martin Klopman. Rouff went down to leave Klopman in second and Curtis in third. They finished the day with Curtis in first, Winslow second and Klopman third.

Results

61 JR: 1. Mitchell Hukill (Yam).
PEE WEE: 1. Brad Jones (Yam); 2. Jason Stephens (Yam).
83 BEG: 1. Kenneth Musick (Suz); 2. Darren Farquhar (Suz); 3. David Schweitzer (Hon).
83 JR: 1. Kevin Peoples (Suz); 2. Joe Brown (Suz); 3. Bryan Holmes (Yam).
83 INT: 1. Alan Pierce (Kaw); 2. Terry Swanson (Hon).
125 BEG: 1. Brent Fitterer (Suz); 2. Steve Patrick (Suz); 3. Bill Millspaugh (Hon).
125 JR: 1. Mickey Elsberry (Suz); 2. Alan Pierce (Hon); 3. Emory Cate (Suz).
125 INT: 1. Jeff Black (Yam); 2. Mike Rivas (Suz); 3. Adam Vaughn.
250 INT: 1. Scott Curtis (Kaw); 2. Tim Winslow (Yam); 3. Martin Klopman (Hus).
500 JR: 1. Raymond Bryson (Suz); 2. Dennis Stubblefield (Yam); 3. Jeff Otten (Hon).
500 INT: 1. Mike Lopez (Yam); 2. Phil Taylor (Hon).
VET EX: 1. Randy Lewis (Hus); 2. Stewart Rogers (KTM); 3. David Rogers (Hus).

Whiting, Miller, Winningham wallop Corvallis ST

By Clay Light

CORVALLIS, OR, APR. 2

The next to last indoor short track race of the 1982-83 Benton County Fairgrounds Series in Corvallis was topped by AMA Junior Dave Whiting, who won a thrilling 250cc A main event on his D&V Electric/Harry Lillie/Yamaha Sports Center/Buffalo Number Plates Yamaha. AMA Expert Scott Miller took double main wins, blitzing the Open A main and the 250cc Pro main events. Fellow Expert Richard Winningham did the deeds in the Open Pro main to cap off a super evening of racing, the last race for points this season.

Whiting put his Harry Lillie-prepped, YZ-based machine on the pole position as the 250cc machines got ready for 15 laps of A main action. Whiting took advantage of the 10-rider, two-row start and nabbed the early lead. He pulled away on lap two to outclass the competition, leaving the battle for second to Frank Crane and Bultaco riders Rick Hill and Danny Bell. Crane finally took the second place portion while another exciting dice was occurring in mid-pack as southern Oregon riders Bob Klum and Novice Bob Ingel fought it out for fifth. Whiting hit lappers by the three-quarter mark and went on to secure the win over Crane, Hill, Bell, Cain and Ingel.

Bruce Turnbull led off the line at the start of the Open A main with Miller putting his 500 Honda into second and Marty Zirbel third. Miller quickly overtook Turnbull as did Zirbel and Jim Torpey. Zirbel and Torpey got too close during their struggle and both went sprawling to greet Mother Earth and lose valuable time. Californian Dennis Pinheiro moved into the third position, then to second until he stalled with a lap to go, giving Turnbull second in the chaotic race. Miller took the win and had a half lap lead when the flag fell.

Winningham and Turnbull were 1-2 when the rubberband snapped for the Open Pros to thunder off the line, but it was Winningham and Novices Mike Huffman and Chuck Glender in that order at the completion of lap one. Winningham seemed to be in full control while Zirbel, Huffman, Glender and Turnbull swapped places again and again until Zirbel finally got the handle and took second with Turnbull third and Huffman holding off Glender for fourth.

Novice Mike Lawrence had his Honda on the pole position in the 250cc Pro main event, which was 10 riders strong, after the field was trimmed down from the original 27 riders signed up. Miller launched his Can-Am into the lead when racing got underway, followed by Junior Ellis Cookman, Crane, Klum and Junior Harry Thomas. Lawrence settled into second and was determined to set out after Miller, who was once again fleeing the field. Miller again managed to blow the competition into the weeds, putting a quarter lap on Lawrence and Thomas, who were a close 2-3. Crane took fourth, Whiting fifth and Cookman sixth.

Results

OPEN PRO: 1. Rich Winningham; 2. Marty Zirbel; 3. Bruce Turnbull.
250 PRO: 1. Scott Miller; 2. Mike Lawrence; 3. Harry Thomas.
OPEN A: 1. Scott Miller; 2. Bruce Turnbull; 3. Dennis Pinheiro.
250 A: 1. Dave Whiting; 2. Frank Crane; 3. Rick Hill.
125 A: 1. Brian Riley; 2. Andy Crane; 3. Bob Wilson.
80 A: 1. Jeff Daily; 2. Jason Cotton; 3. Eric Edwards.
250 B: 1. Steve Kendig; 2. Ed Byers; 3. Patrick McBride.

Turnidge charges to Baker 100 win

By Kathi Davis

BAKER, OR, MAR. 27

Brad Turnidge (A-1 Cycle/495 KTM) came from behind on the last lap to win the Team Slugs desert race. The race was shortened from three laps on the 33-mile course, to two laps, because of the amount of rain and snow during the week. Some of the riders did not like the idea of the race being shortened when it was announced during the riders' meeting, however, at the end of the challenging race none of the riders were complaining.

Turnidge grabbed the lead at the smokebomb with Reed Bright, Bill Dowers and Randy Wing hot on his tail. Turnidge started to build a lead on the first lap, then the snow started to fall. He was not wearing goggles and the snowflakes hitting him in the eyes hurt so much he had to slow down. Meanwhile, Wing was on the move to pass Dowers and Bright.

When Turnidge started slowing down, Wing found an easy opportunity to grab the overall lead. He still held the lead at the halfway point, but shortly thereafter, hit a hole that slammed his chest on the handlebars, cracking one of his ribs and somehow also injuring his ankle. Wing was struggling to finish the race when Bright passed him for the overall lead, followed by Dowers, Ken Maahs, and Turnidge.

As Turnidge pitted, he was more interested in goggles than gas. Eyes

protected, he put on a charge during the last lap that moved him from fourth to first overall at the checkers, two minutes ahead of Bright. Turnidge never let up the last lap and even at the finish he still was not sure if he had won, repeatedly asking, "Did I do it?"

Ken Maahs (Hus) won the 250cc Expert class and took third overall. He edged out Carl Berg by six minutes. John Holland ran second most of the race until he got stuck in one of the many mud bogs throughout the course and could not free himself. Edd Price stopped to help Holland while he was running in third place. After Holland got out of the mud bog he let Price take off first out of gratitude. However, Price crashed in the next river crossing, drowning his bike, and letting Holland get by to end up with third 250cc Expert. Holland later said that he owed his third-place finish to Price, who ended up in seventh place.

Results

OVERALL: 1. Brad Turnidge (KTM); 2. Reed Bright (KTM); 3. Ken Maahs (Hus); 4. Bill Dowers (Hus); 5. Tim Erickson (Hus); 6. Carl Berg (Hus); 7. Rick McUne (Hus); 8. Randy Wing (KTM); 9. Richard Dooms (Hon); 10. Chuck Wells (Kaw).

OPEN EX: 1. Brad Turnidge (KTM); 2. Reed Bright (KTM); 3. Bill Dowers (Hus).

250 EX: 1. Ken Maahs (Hus); 2. Carl Berg (Hus); 3. John Holland (Hus).

200 EX: 1. Chuck Wells (Kaw); 2. Pat Sams; 3. Joe Lieuallen.

125 EX: 1. Steve Henry (KTM); 2. Mike Kelley (Hon); 3. Robert Tscheda (Yam).

CLASS 30 EX: 1. Rick McUne (Hus); 2. Dave Merklin (Hon); 3. Alan Seymore (Hus).

CLASS 40 EX: 1. Jack Burgoyne (Hus); 2. Chuck Scheibel; 3. Dewain Beard.

CLASS 50: 1. Jack Carlson (Hus); 2. Billy Toman (Hus).

250 AM: 1. Richard Dooms (Hon); 2. Brian Finch (Yam); 3. Jerry Stelflug (Hus).

OPEN AM: 1. Kipton Farmer (Hon); 2. Tracey Burkey; 3. Dave Pauling.

200 AM: 1. Wesley Anderson; 2. Jerry Benson; 3. Jerry Johnson.

125 AM: 1. Dan Maude.

30 AM: 1. Dave Jett; 2. Gary Baird; 3. Gary Seers.

40 AM: 1. Boyd Westberg; 2. Lenny Miller.

BEG: 1. Lawrence Zoom; 2. Gerald Evens; 3. Tyler Brown.

Head tops Northwest Challenge Trials

By Ike Fleatcher

EUGENE, OR, MAR. 26

Eighteen riders from four states and Canada gathered inside the Equestrian arena at the Lane County Fairgrounds for the second annual Northwest Pepsi Challenge Invitational Indoor Trials, pitting their bikes and bodies against an adrenaline-pumping, man-made, 10-section course.

In hosting their second indoor trial, promters Mike Scheidt and Bruce Green proved that indoor trials not only can co-exist with traditional outdoor trials, but actually benefit the sport by presenting it in a more appealing environment for the spectators. Besides, by putting the trials inside they finally found a way to beat the lousy Oregon spring weather.

The riders competed for a purse of $2000 in prizes and contingencies at the Pepsi-, Herle's Cycle Town- and Olympia Beer-sponsored event, and after the last tire track had been burned onto the roof of the Ford van used as one obstacle, and the last rider had scaled the eight-foot wooden pyramid they called Mt. Everest, it was Californian Scott Head riding his new white Italjet into the winner's circle with the Arizona SWMer Dave Pyle a close second.

Close was the order of the weekend for these two feet-up fanatics. They made the trip to Oregon together, and they were still together after the first lap of the two-lap event with equal scores of 13 points. Head then secured his victory by riding the second lap with a four-point total to Pyle's nine-point score.

Third place went to Montesa-mounted Stan Bakgourd, the two-time and current Canadian champ as well as number seven in the '82 NATC/AMA series.

Fourth, with 43 points, was Dale Drocus from Washington on a Fantic, and 16-year-old Vance Walker (SWM) rounded out the top five with 47 points.

A new format was used at this year's Pepsi Challenge. All 18 starters rode a pre-competition practice lap to decide the starting order for the actual event. The first lap of the actual trials was used as a qualifier, with the best 12 riders transferring to the final lap. The combined qualifier and final lap scores decided the winner. The riders were not on a time limit but were required to move at a steady pace.

The sections were impressive to say the least. Super-tight wheelie turns, roll backs, front and rear wheel hops and stationary balancing were required. No section could be cleaned without the use of one of these trick techniques. This is not to say the course lacked aggressive sections; two required all-out, dump-the-clutch, third-gear assaults.

A quick tour of the course included the following sections:

●Section one — Two parts. First a stationary balance of 10 seconds on a two-foot-high bikelength table. The second part consisted of a handlebar-height limbo stick that offered a choice of either riding across and off the table, then under the limbo stick or jumping both the table and the limbo stick. Cleans were posted both ways.

●Section three — The truck-bed turnaround. Ride into the bed of a standard pickup, make a 180 degree "U" turn and ride back out. A clean of this section required a wheelie turn that would make a ballerina stare in awe. Pyle and Head cleaned it both laps. Bakgourd cleaned it once.

●Section six—Cross over two, three-foot diameter logs set less than a bike-length apart; then banzai up and over a six-foot-high log pile. Jay Terry exemplified the word teamwork when he attempted to cross the first two logs and became sandwiched between them. Trapped but still balancing, he yelled for advice to fellow SWM rider Pyke, who told him to lean back and gas it, which freed Terry, allowing him to complete the section for a two. Because of the slippery condition of the logs, the last part of this section was perhaps the most difficult of the event. Ride on top of a two-foot diameter log lengthwise, then make a 90 degree wheelie turn onto another two-foot log butted against it. Ride an additional five feet down this log to the section's exit. Head posted one clean, Pyle a one.

●Section seven — Hop up onto the bed of a flatbed truck, ride the length of the eight-foot bed, then bounce onto a seven-foot-wide platform built on top of the cab. Turn around on the platform and ride down the same way. Pyle and Bakgourd cleaned it using wheelie turns, Dorcus cleaned it by using a series of roll backs and front wheel hops. Tom Young misjudged his turn and set his front wheel down in thin air instead of on the platform. He quickly discovered that when mere humans attempt to fly it's always straight down, in his case about seven feet. ●

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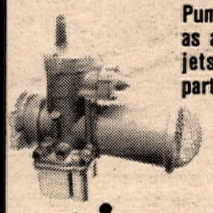

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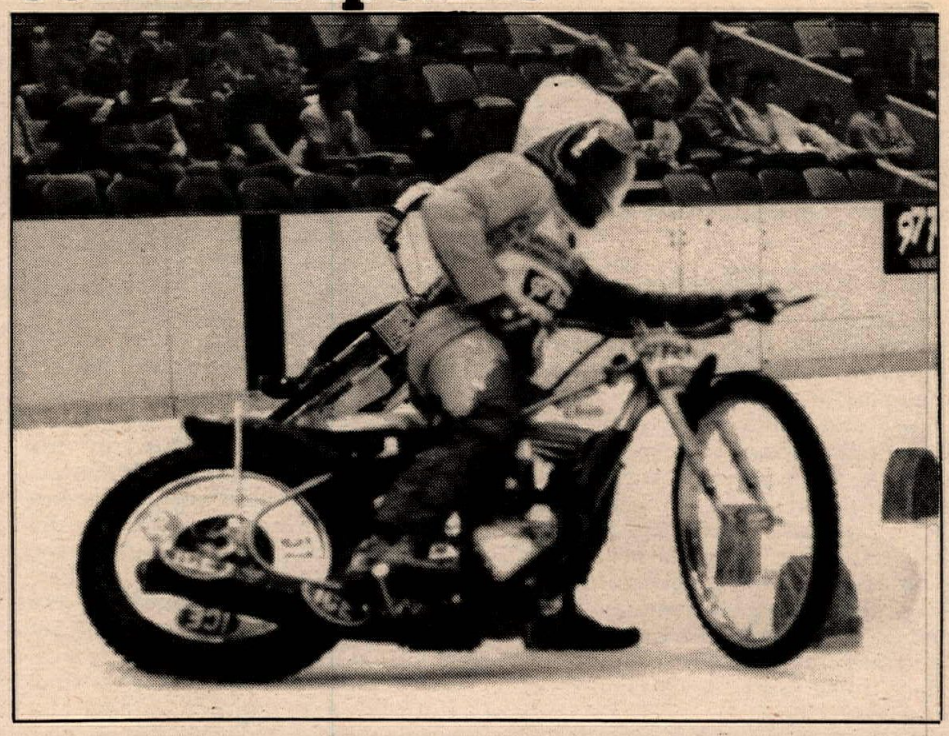
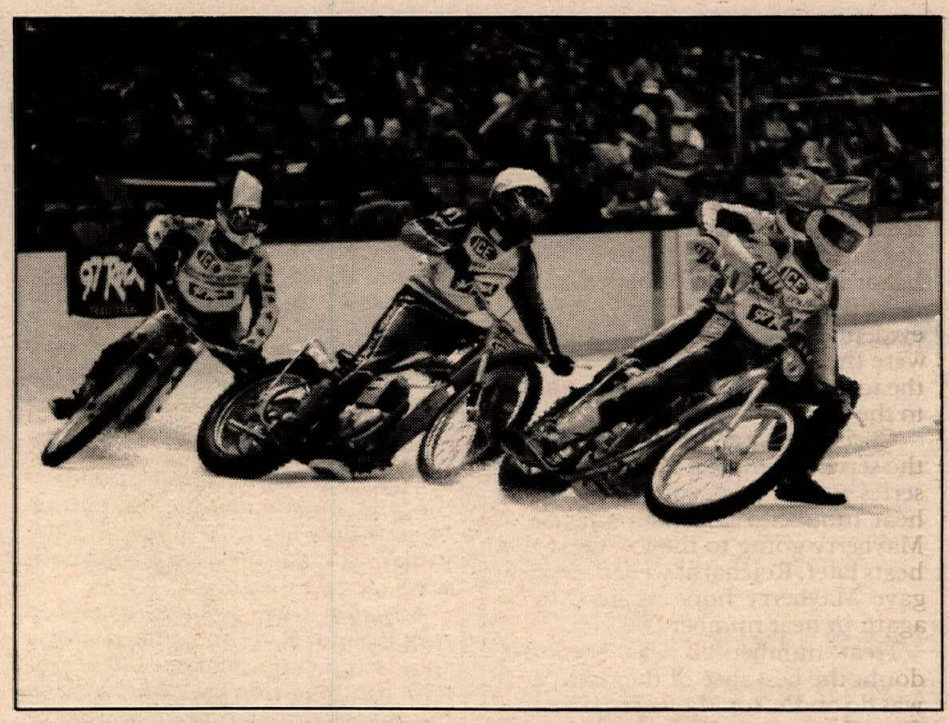




(Top) Event winner George Lazor of New York. (Above) National Ice Speedway Champion Chris Reichardt leads the pack. (Below) The riders.

Lazor wins Houston, Reichardt ICE champs

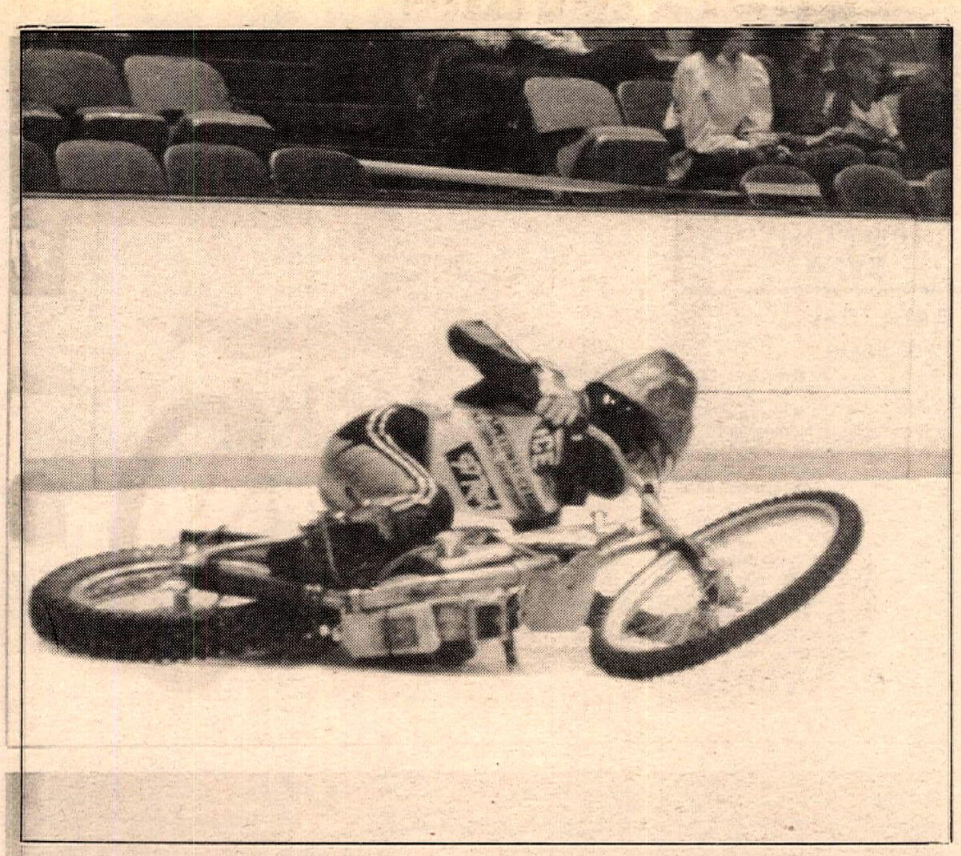
By Billy Click
Photos by Todd Holder

HOUSTON, TX, APR. 1

Tonight when the alcohol-burning, studded-tire speedway bikes hit the ice at The Summitt in Houston, it was the final race in the International Championship Events series that would decide America's first ice racing champ.

Coming into the final event, Don Mayberry had a slim points lead over half a dozen riders who had a mathematical chance of taking the title home. A world championship format was followed where all riders accumulate points from each of five rides. In the series, points were carried from each event.

Timmy Joe Sheppard drew first blood with a heat victory. Dan Mayberry was left on the ice in the beginning of a trend that would follow the



riders through the night. Heat number two found the trend continuing with Lazor. After being crashed into the wall, several yards of duct tape were required to mend his leathers before the race could be restarted. George Lazor went on to win this heat.

As the heats progressed, it became evident that control and consistency were the tricks as top contenders hit the ice and the wall as they pushed it to the limit.

Chris Reichardt, in contention from the series beginning, moved into the series points lead with a victory in heat number 16, at the expense of Mayberry going to the ice. Only two heats later, Reichardt went down and gave Mayberry hope as he was up again in heat number 20.

Heat number 20 was beyond a doubt the best race of the night as it was do or die, for Mayberry as well as Gary Ford, needed the win to clinch a spot in the main. After a restart, Mayberry, got cut out in turn one and pushed back to fourth. He charged back into second at the finish line, but collided with Scott Ormiston and they both were scattered all over the ice.

Not only was it painful, but it meant that he did not make the main event and guaranteed Chris Reichardt the title as "King of the Ice Racers." Reichardt missed the main by one point.

With a several thousand dollar purse left on the line in the main event, the list was called. T.J. Shepperd and Ford, both with 15 points, and Lazor and Ormiston with 14 points rolled to the line. Lazor led the race with a late challenge from Ford, who came from last off the line up to second, Ormiston in for third and Shepperd slid in for fourth.

Results

SERIES OVERALL PTS: 1. Chris Reichardt (79); 2. Don Mayberry (76); 3. Gary Ford (75); 4. George Lazor (70); 5. Scott Ormiston (68); 6. Jim Pierce (52); 7. T.J. Shepperd (48).

Hostetter edges Catalano at Alamosa

By Ann Catalano

ALAMOSA, CO, MAR. 27

The Kit Carson Motorcycle Club's race today at Alamosa brought plenty of good motocross riders to this area. A crowd of spectators showed for a very lovely March day.

The track, a beautiful sandy loam with thousands of deep, gnarly whoops and jumps, gave riders a challenge above and beyond trying to win over other competitors.

The Mini 60s saw action first with Scotty Garcia topping the field. Jonathan Barton followed. The overall winner in the Mini 80s was Adam Archuleta with Dave Sisneros receiving second place honors. Topping the 125cc Amateur division was Sarafin Garcia with Dominic Madril and James Smith following.

An extra class of motocross was added to the events today, that being for enduro riders. It just happened to be the biggest class of the day with former Pro motocrosser Mark Sutak taking the win over Kenny Heickes. Mark sat second seat until the last lap of the first moto when Kenny finally succumbed to the pressure.

The second moto saw Mark styling it like the old days, winning easily. Third went to enduro inspiration Ron Pepper on a 125cc Can-Am.

The 250cc Amateurs played second fiddle to a blistering pace set by newcomer Mark Hensley. Mark was followed by another newcomer, Tommy Maestos, who is also very quick.

Dwight Catalano took the first moto in the Pro division and lapped up to fourth place, showing he still likes a rough and technical track. The second moto seemed like an instant replay of the first as Catalano grabbed the second holeshot and immediately put 10 seconds on Steve Hostetter in second.

Just as Catalano exited the turn at the tower, his 250 threw a chain. That put him more than a lap down from leader Hostetter, but Catalano caught Hostetter and tried to gain the lost lap. The race ended with Hostetter taking the gold.

The whole event went off well and will provide funds for the July 4 motocross sanctioned by S.R.A.C.

Results

60 MINI: 1. Scotty Garcia; 2. Jonathan Barton; 3. David Madril.
80 MINI: 1. Adam Archuleta; 2. David Sisaneros.
ENDURO: 1. Mark Sutak; 2. Kenny Heickes; 3. Ron Pepper.
125: 1. Sarafin Garcia; 2. Dominic Madril.
250: 1. Mark Hensley; 2. Tom Maestas; 3. Alfred Petros.
PRO: 1. Steve Hostetter; 2. Dwight Catalano.

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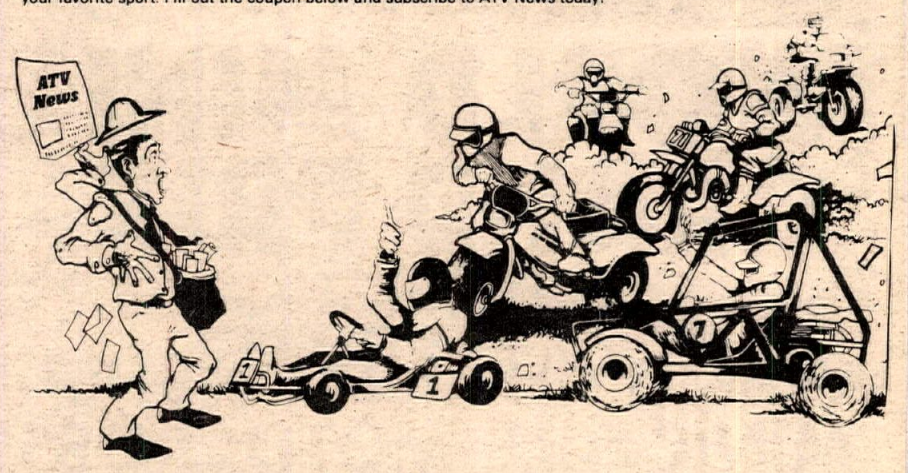

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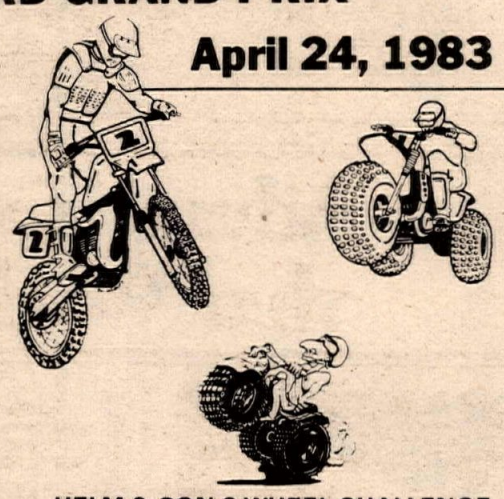

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6/11	H-M/Harrington, DE
6/17-19	RR/Loudon, NH
6/24	TT/Hinsdale, IL
6/25	H-M/Knoxville, TN
6/26	RR/Mt. Pocono, PA
7/2	M/Indianapolis, IN
7/10	M/Syracuse, NY
7/15-17	RR/Monterey, CA
7/16	H-M/Hagerstown, MD
7/22	ST/Hinsdale, IL
7/30	M/DuQuoin, IL
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8/21	RR/Sonoma, CA
8/27	M/Indianapolis, IN
9/3	H-M/Hamburg, NY
9/3-4	RR/Brainerd, MN
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9/11	Lynnville, IN
10/23	Oklahoma City, OK
10/30	Bear, DE

AMA ISDE Qualifier Series

4/24	Athens, OH
5/1	Spur, TX
5/22	Rose City, MI
6/4-5	McMinnville, OR

AMA/Hi-Point National Hare Scrambles Championship

4/17	Bruceton Mills, WV
6/12	Keithsburg, IL
6/26	St. Johns, PA
7/17	Windsor, MA
8/28	Maplesville, AL
9/18	Millville, MN
11/6	Delta, OH

AMA/NATC National Trials Series

4/16-17	Gainesville, TX
5/28	Newhall, CA
5/30	TBA/AZ
8/28	Middletown, PA
9/3	Port Huron, MI
9/5	Mt. Olive, IL

SCORE Off-Road Championship Schedule

6/3-5	Baja Internacional Ensenada, Mexico
9/30-10/2	Off Road World Championship Riverside Int'l Raceway Riverside, CA
11/4-6	Baja 1000 Baja California, Mexico

National Drag Racing Championships

AMA Dragbike!

4/23-24*	Jackson, TN
5/1	Rising Sun, MD
5/14-15	Palmdale, CA
6/4-5**	Bristol, TN
6/5	Fremont, CA
6/19	Kansas City, MO
6/25-26***	St. Louis, MO
7/16-17*	St. Louis, MO
7/30-31	Columbus, OH
8/6-7	Fremont, CA
8/6-7*	Beaver Springs, PA
8/12-13*	Belle Fourche, SD
8/20-21	Atco, NJ
9/5	Brainerd, MN
9/17-18	Commerce, GA
9/24-25	Tulsa, OK
10/22-23*	Farmington, NC
11/5-6	Houston, TX
11/19-20	Gainesville, FL

*⅛ Mile Event
**Top Fuel Eliminator
***Pro Stock Eliminator

IDBA

5/14-15	Louisville, KY
6/11-12	Darlington, SC
8/13-14	West Salem, OH
10/8-9	Gulfport, MS

NMRA

4/16-17**	Atlanta, GA
5/21-22	Englishtown, NJ
5/28-29	Epping, NH
6/25-26	East Haddam, CT
7/16-17***	Englishtown, NJ
8/20-21	East Irvine, CA
8/26-27	Denver, CO
9/3-5****	Indianapolis, IN
10/1-2	Atco, NJ
10/15-16*	East Irvine, CA

*Pro Stock Only
**Top Fuel & Pro Comp Only
***Pro Stock & Fun Bike Only
****Top Fuel & Fun Bike Only

World Championship Road Race Series

4/24	Italy
5/8	Germany
5/22	Spain
5/29	Austria
6/12	Yugoslavia
6/25	Holland
7/3	Belgium
7/31	England
8/7	Sweden
9/4	Italy

World Championship Endurance Road Race Series

5/14-15	France
5/22	England
6/12	Germany
6/19	Austria
7/9-10	Spain
7/31	Japan
8/20-21	Belgium
9/25	Italy

World Championship MX Series

125cc

4/17	Italy
4/24	Belgium
5/1	France
5/15	Yugoslavia
5/29	Germany
6/26	Czechoslovakia
7/10	Russia
7/24	Sweden
7/31	Finland
8/14	Spain

250cc

4/17	Spain
4/24	France
5/1	Italy
5/8	Holland
5/29	Russia
6/12	Germany
6/19	England
7/24	Canada
7/31	NEW BERLIN, NY
8/7	Switzerland
8/14	Sweden
8/21	Finland

500cc

4/24	Austria
5/8	Germany
5/29	Sweden
6/5	Finland
6/19	Italy
6/26	CARLSBAD, CA
7/3	France
7/24	England
8/7	Belgium
8/14	San Marino
8/28	Holland

Sidecar

4/24	Spain
5/1	England
5/8	Sweden
5/29	Holland
6/5	France
6/26	Belgium
7/10	Germany
8/21	Austria
9/4	Switzerland
9/11	Italy

World Championship Trials Series

4/17	GAINESVILLE, TEXAS
5/29	France
6/5	Austria
6/26	Italy
7/3	Switzerland
9/18	Finland
9/24	Sweden
10/2	Germany

World Speedway Championship

6/18	Pairs Gothenburg, Sweden
8/13	Team Vojens, Denmark
9/4	Individual Norden, Germany

Other Major Events Abroad

5/2-7	Scottish Six Days Trial Edinburgh, Scotland
6/4-10	Isle of Man RR Isle of Man
8/20	Formula One TT Dundrod, Ireland
9/4	Motocross des Nations Angreau, Belgium
9/11	Trophee des Nations Povazska Bystrica, Czechoslovakia
9/18	Long Track World Championship Marianske Lazne, Czechoslovakia
9/25	Coupe des Nations Roggenburg, Switzerland
10/3-8	ISDE Llandrindod Wells, Wales

NMA Regional Qualifiers

Ozark	
4/23-23	Oklahoma City, OK
5/14-15	Tulsa, OK
5/28-29	Springfield, MO
6/4-5	Oklahoma City, OK
6/18-19	Branson, MO
Rocky Mountain 1	
5/14-15	Trinidad, CO
6/25-26	Lakewood, CO
Rocky Mountain 2	
4/30-5/1	Mountain Home, ID
5/28-29	Salt Lake City, UT
Northwest	
4/30	Moxee, WA
5/7	Seattle, WA
6/18	McMinville, OR
6/26	Roseburg, OR
Western 1	
5/14-15	Las Vegas, NV
5/29	Valencia, CA
6/5	Devore, CA
6/19	Orange, CA
6/26	Adelanto, CA
7/2-3	Barona Oaks, CA
Western 2	
4/24	Sand Hill, CA
5/15	Huron, CA
5/22	Madera, CA
6/5	Brentwood, CA
6/26	Brentwood, CA
Texas	
4/30-5/1	Dallas/Fort Worth, TX
5/7-8	Houston, TX
5/28-29	Dallas/Fort Worth, TX
6/4-5	Houston, TX
6/18-19	Dallas/Fort Worth, TX
Southwest	
5/8	Gallop, NM
5/15	Carlsbad, NM
5/29	Albuquerque, NM
6/19	Aztec, NM
Central	
5/1	Pittsburg, KS
5/15	Fort Calhoun, NE
5/28-29	St. Louis, MO
6/15	St. Joseph, MO
6/26	Jefferson City, MO
High Plains	

5/1	Lawton, OK
5/15	Lefors, TX
6/5	Wellington, TX
6/19	Lawton, OK
Arizona	
5/1	Blythe, CA
5/8	Phoenix, AZ
5/15	Blythe, CA
5/22	Phoenix, AZ
Finals	
8/2-7	Ponca City, OK

AMA/Kawasaki Amateur MX Series

Youth Qualifiers	
5/14	McMinnville, OR
5/21	Boyd, TX
5/22	Adelanto,CA
Amateur Qualifiers	
5/14	Orange, CA
	Dixon, CA
	McMinnville, OR
5/14-15	Lakewood, CO
	Wichita, KS
	Hot Springs, AR
5/22	Boyd, TX
	Phoenix, AZ
Regional Championships	
6/11-12	Dickerson, TX
	Huron, CA
Finals	
8/10-13	Hurricane Hills, TN

EVERY WEEK

Tuesday

CALIFORNIA

AMA CLASS A SPEEDWAY
Ventura Spdwy., Ventura, CA. Fwy 101 N to California St.off-ramp, lft to Harbor, rt to fairgrounds. Gate 6 pm, races 8.Tickets $5, 7-15 $2. Tickets avail. at track on race day. Info 805 985-5433 (Tammy).

Wednesday

CALIFORNIA

CMC SPEEDWAY 117 MX
Chula Vista, CA. I-5 to Jct. 117, E 5 mi. to track. All classes, plus 3-whlrs, Odys, dirt kart, and motrcycle short track. Sptsmn. trophs., 100% Pro pb. 5 programs on 3 different tracks. Gate 5 pm, prac 6, race 7:30. Entry $12. Info 619 690-6414

CMC ASCOT PARK MX
Gardena, CA. 18300 S. Vermont, near jct. of Harbor and San Diego Frwys. All classes. 30% trophs., Pro pb. Gate 5 pm, prac 6, race 7:30. Entry $12, watch $5.50, $3.50, $2. Info 714/557-3323, 213/323-5055.

AMA CLASS A SPEEDWAY
Inland Motor Spdwy., San Bernardino CA. Frwy 10 E to 15E North, take Orange Show Rd. exit, lft on Arrowhead. 3 Divisions. No race May 4. Tickets avail. at track on race night. Gate 6:30 pm, race 7:30. Tickets $5, 6-12 $1.50. Free parking. Info 714 889-4554. 213/446-0969, 714/884-4092 (race day only).

DRAG RACES
Fremont Rcwy., Fremont, CA. Hwy 17 at Durham Rd. W, follow signs. Grudge racing. Bike bracket for all motorcycles. Gate 5:30, time trials 6-10, tech closes 8:30. Entry $5, watch $5, under 6 free. Baylands Rcwy Park. Info 415/651-2545.

Thursday

WASHINGTON

WASHINGTON NIGHT MOTOCROSS
Hannegan Speedway, Bellingham, WA. Exit 255 off I-5, 1 mi. east to left on Hannegan Rd, 1¼ mi. north on right. 50 -Open separate C class motos. Gate 5 p.m., race 6. Entry $6/class. Free parking. Mt. Baker M.C. Info 206/733-5069 Open, (Larry Hanson).

IDAHO

HUETTER FLAT TRACK
Huetter Speedway, S & S Racing. Huetter, ID. 2 mi. west of Couer d'Alene on Old Hwy 10. Class C racing, 3/8-mi. oval. Mini/125/250/500/ Open, $500 guaranteed purse, troph. to Am. Sign up 6:30 p.m., prac. 7, race 7:30. Info 208/765-5005 (Couer d'Alene Honda).

CALIFORNIA

CALIFORNIA NIGHT MOTOCROSS
Baylands Rcwy. Park, Fremont, CA. All classes. 30% trophs., 100% Pro pb. CMC license reqd. (avail. at track). Gate 5 pm, prac. 7, race 7:30. Entry $12, $15 Pro, watch $5, 6-12 $2. Info 415/651-2524.

R.A.C.E. MOTOCROSS
Orange County Int'l Rcwy., Irvine, CA. I-5 at Sand Canyon. 30% trophs., 133% Pro pb. Gate 5 pm, prac. 6, race 7. Entry $8, non-memb. $10, Pro $15, watch $4, under 12 $2. Info 714/552-5511.

Friday

CALIFORNIA

R.A.C.E. MOTOCROSS
Corona Raceway, Corona, CA. Hwy 91 east to Buchanan exit. Mini-Open, 100% Ex p.b. Info 714/689-1913, 735-1705.

AMA CLASS A SPEEDWAY
Orange County Fairgrounds, Costa Mesa, CA. Fwy 55 to Fair exit, rt to fairgrounds. Gate 6:30, race 8. Tickets $6, 6-12 $2. Free parking. Info 714 492-9933.

TEXAS

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 mi. east on E. Mount Houston Rd. off Hwy 59 N. All classes. Troph. thru 6th to AM, 100% Ex p.b. Entry $8. Swimming, showers, game room, grandstands. Info 713/458-0090.

ROSS DOWNS ST/TT
Colleyville, TX. From Dallas, take Hwy 114 past D/FW Airport to Hwy 26, lft 3 mi. From Forth Worth, take Loop 820 to Hwy 26, E 5 mi. 60cc-750cc Amateurs, 250cc-750cc Pros. 100% p.b. Gate 5 p.m., prac 6:30, race 8:30. Info 817/488-9133. (Bob Bagwell).

Saturday

CALIFORNIA

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Motorcycles welcome. Info 714/727-1171.

SADDLBACK MX
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd, right to county fire station, left on rd past fire station. Gate 7:30 a.m., prac. 8-8:30, race 9. Pros race 40 min., others 30 min. Entry $12 Sptsmn, $15 Pro. Memb. req'd, avail. at track. 33.33% troph. Info 714/495-4771.

OKLAHOMA

OKLAHOMA NIGHT MOTOCROSS
Motorcycle Raceway, Oklahoma City, OK. Btwn I-40 & I-240 on S. Douglas off S. 59th All classes, 10 troph./ class. Prac. 5 p.m., race 6:30. Info 405/348-4412 (Tommy Newman).

TEXAS

TEXAS MIKE KIDD ST/TT
Mike Kidd Ranch, Boyd, TX. From Ft. Worth take Hwy 199 N to FM 730 N, then to FM 2048 W & follow signs. All classes. Astrodome replica track. Gate 10 a.m., prac. 11:30, race 1 p.m. Info 817/433-5559 (Mike).

WASHINGTON

HANNEGAN NIGHT FLAT TRACK
Hannegan Speedway, Bellingham, WA. Exit 255 off I-5, 1 mi. east, left on Hannegan Rd, 1¼ mi. north on right. Mini-Open, Am & Semi Pro. Gate 5 p.m., prac. 7, race 8. Entry $6/class. Free parking. Mt. Baker M.C. Info 206/733-7346 (George Leonard).

Sunday

OKLAHOMA

BIG "L" MOTOCROSS
Big "L" MX Track, Lindsey, OK. Hwy 52 S of OKC to Blanchard, Hwy 76 S to 4-way stop, 3½ mi. south of Hwy 39 on 76, west 1 mi., south 1 mi., west 100 yds. Pee Wee-Over 30, troph., 100% Ex p.b. Gate 11 a.m., prac. 11-1, sign up closes 12:30, race 1. Entry $7, Ex $10, rider gate $3, watch $3, 6-12 $1. Info 405/360-3391 (after 5 p.m.).

AMA D-36 Redding Motocoss
Marysville MX, Redding, CA. Hwy 44E to Airport Rd., S to Rancho Rd., lft and follow signs. All classes. AMA adv. pts., trophs., 100% Pro pb. Free o/n parking. Gates 6:30 am, prac. 7:30, race 9. Entry $15, $20 Pro, watch $4. Moto One, Inc. Info 916/223-5600 (Brent Davis).

April 15

CALIFORNIA CYCLE SWAPMEET
Orange County Fairgrounds, CA. S end of Newport Fwy (55). Bikes, parts, accessories. 6-10 pm. Free parking. Inter-Shows. Info 714/498-6861.

AMA D-36 SHORT TRACK
Cycleland Spwy., 14 mi. S of Chico, CA on Hwy 99E. Classes, Mini, 125 2-stk./200 4-stk., 126-250, 251-500, 6 rider min./class. Class C trac, reqd. Gate 5:30 pm, prac. 7, race 8. Entry $8.50, Semi-Pro $12.50, watch $3½, 6-12 $1. Moural Associates. Info

April 15-17

NEVADA LAS VEGAS '400'
Las Vegas, NV. All classes. Sptsmn. troph., 50% Pro pb. New figure-eight course, approx. 100 mi. Entry $330 plus $30 insur. Info 702/457-0343.

April 16

AMA SACRAMENTO MILE NATIONAL
Cal Expo Fairgrounds, Sacramento, CA. 25-lap Camel Pro Series Nat'l Championship Mile. Gates open 5 pm, races 8. Tickets $10-25. Advance tickets, Howe Ave. Box Office, Sacramento, 916/920-1121. Agajanian Enterprises. Info 213/321-5323.

AMA D-36 MOTO ONE MX
Redding, CA. Hwy 44 to Airport Rd., S to Rancho Rd., turn lft and follow signs. All classes, min. 4 riders/class. Trophs, to Sptsmn, 100% pb. to Pros. Free o/n parking, bfast and lunch avail. Silencers, D-36 nos. and colors reqd. Gate 6:30 am, prac. 7:30, race 9. Entry $15 Sptsmn, $20 Pro, $4 watch, child $1. Moto One Inc. Info 916/223-5600, 221-3118 (Brent Davis).

CALIFORNIA SHORT TRACK
Monterey Fairgrounds, Monterey, CA. M/Cs and M[illegible] Nov, Jr, Ex. Also 3-whlrs, micro midgets. Track 1/8th mi. Gate 5 p[illegible] prac. 6:30, race 7:30. Entry $1[illegible]15 Ex. Monterey Bay Rams. Info 408/394-8225 (Bob Rosa).

AMA D-36 MOTO ONE MX
Redding, CA. Hwy 44 E to Airport Rd, south to Rancho Rd, turn left & follow signs. All classes, min. 4 riders/class. Troph. to Sptsmn, 100% Pro p.b. Free O/N parking. Breakfast & lunch avail. Silencers & D-36 colors & no.s req'd. No bicycles, pit riding or medical insurance. Gate 6:30 a.m., prac. 7:30, race 9. Entry $15 Sptsmn, $15 + $5 Pro. Watch $4 adult, $1 child. Info 916/221-3118, 223-5600.

OREGON INDOOR NIGHT ST
Benton County Fairgrounds, 110 SW 53rd, Corvallis, OR. Sptsmn classes Mini-500, Pro 250 & 500. Class C tires (except mini), muffled & "non-smoker" bikes only. Sign up 6 p.m., prac. 7, race 8. Entry $6 Sptsmn, $12 Pro. Watch $3 adult, $2 6-18, under-6 free (with adult). Willamette Valley Cycle Club/ Trak-Tak Racing Specialties. Info 503/ 928-7205, 753-0566.

AMA D-36 SKY RANCH MX
Sky Ranch Park, CA. 11 mi. N of I-80. off exit 18 on Pyramid Lake Hwy. All classes. 30% trophs., 100% Pro pb. Sign-up 7 am, prac. 8, race 9. Entry $15, $20 Pro, watch $3. Dirt Racing Promotions. Info 702/747-6536 (Chris Bender).

April 16-17

AMA D-36 Shasta Dam GP
Shasta Dam, CA. Minis and 3-whlrs on Sat. All classes Sun. $1,000 silver bar to overall winner. D-36 rules, card reqd. Sign-up Sat. 11 a.m.-6 p.m., Sun. 7 a.m. Start Sat. and Sun. 2 p.m. Entry $22, $30 post, minis and 3-whlrs $12. V-R Racing. Info (nights) 916/243-4277.

AMA SUPERBIKE ROAD RACE
Riverside Rcwy., Riverside, CA. Sat prac and AFM club races, Sun Superbikes, Formula 2. Gate Sat, Sun 8:30, race Sun 10:30. Tickets Sat $5, Sun $10, combined $12. Info 714/653-1161.

April 17

AMA D-36 SANTA CLARA MX
Santa Clara, CA. Hwy 237 near Marriott's Great America. All classes, plus Begs, Dinosaurs, Women. Trophs., 100% Pro pb., blue plt. pts. Gate 6 am, prac., 7:30, race 9. Entry $15. Pros $20, watch $4, 6-12 $1. Info 415/886-5413 (Ken).

KANSAS MOTOCROSS
Junction City, KS. W of Junction

CRC Coming Attractions
CEET
$20,000 SERIES
Race Log
IRC
KAL-GARD
HOTEL GENERAL STORE BANK
EXTRUDE-HONE
Budweiser
PRESENTS 6th ANNUAL
DUNESTOWN RACE SERIES
At Southern California's Finest Tracks

THIS WEEK
CRC 1

Sunday, April 24
EDWARDS AIR FORCE BASE
$1000 Pro Purse
Plus Contingencies for Pros & Sportsmen
Pro Contingency Requires Use Of IRC Tire

	Sportsman	Pro
Mail	$12	$20
Post	$15	$25

Mail Entry To: CRC
24518 Island Ave., Carson, CA 90745
INFO: (213) 830-7519

May 1 INDIAN DUNES
$1000 Pro Purse
Plus Contingencies for Pros & Sportsmen

May 8 SADDLEBACK PARK
$1000 Pro Purse
Plus Contingencies for Pros & Sportsmen

May 15 INDIAN DUNES
DUNESTOWN CLASSIC
$1000 Pro Purse
Plus Contingencies for Pros & Sportsmen
Course will include: Intl Track, Shadow Glen Track, Sand Wash & Mtns. Monitored by IRRC

We Have A Class For You —
Special Classes for Vets (30+), Mini's,Beg., Nov., Int., Pros
CRC MEMBERSHIP REQUIRED
INFO: (213) 830-7519

CORONA RACEWAY
(714) 735-1705 OR 689-1913
FLATTRACK
Triple Header Sunday, April 24
Half Mile, Short Track & T.T. Scrambles
All Classes — Silencers Required

Gates Open 9:30 a.m.
Practice 11:00 a.m.
Entries Close 11:30 a.m.
ENTRY FEES
Sportsman $8.00
Pros (Money Class) $10.00
80% Payback
GATE FEES
13 & UP $4.00
8-12 $2.00
Pit Passes FREE

Advertising THAT Works

MAMMOTH
JUNE
17, 18, 19

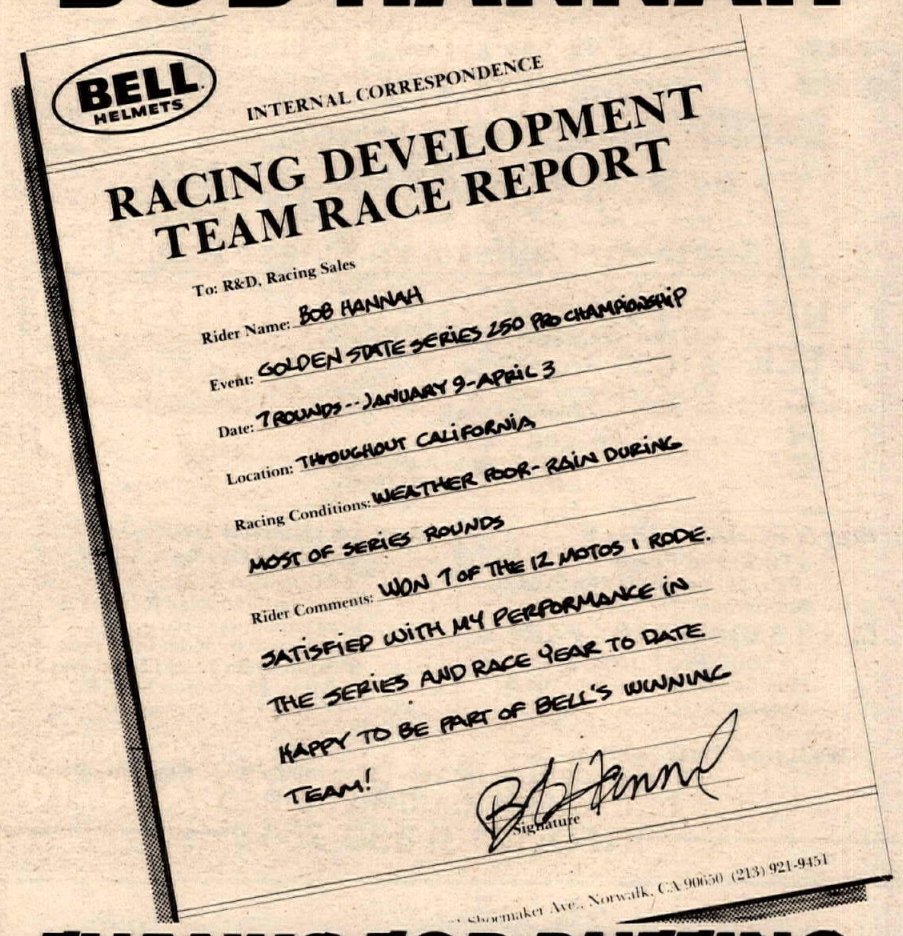
CRC RACE SCHEDULE
Apr. 17 — MOTOCROSS
Saddleback Park
$2100 Purse,
$3000 Pro Trac Awards
Apr. 17 — COORS GRAN PRIX
Saddleback Park
Apr. 17 — ATV, ODYS
Silver Cup Championship
Saddleback Park
Apr. 17 — MOTOCROSS
Indian Dunes
1983 CRC Membership Available
(213) 830-7519

RACE Schedule

Thurs.	Apr. 14	Motocross	O.C.I.R
Fri.	Apr. 15	Motocross	Corona
Thurs.	Apr. 21	Motocross	O.C.I.R
Fri.	Apr. 22	Motocross	Corona
Sun.	Apr. 24	FT,½Mi,¼Mi	Corona

ARROYO CYCLE PARK
OPEN 7 DAYS A WEEK
Phone: (714) 689-6114

BOB HANNAH


BELL HELMETS

INTERNAL CORRESPONDENCE

RACING DEVELOPMENT
TEAM RACE REPORT

To: R&D, Racing Sales

Rider Name: BOB HANNAH

Event: GOLDEN STATE SERIES 250 PRO CHAMPIONSHIP

Date: 7 ROUNDS -- JANUARY 9-APRIL 3

Location: THROUGHOUT CALIFORNIA

Racing Conditions: WEATHER POOR- RAIN DURING MOST OF SERIES ROUNDS

Rider Comments: WON 7 OF THE 12 MOTOS I RODE. SATISFIED WITH MY PERFORMANCE IN THE SERIES AND RACE YEAR TO DATE HAPPY TO BE PART OF BELL'S WINNING TEAM!

Signature

...Shoemaker Ave., Norwalk, CA 90650 (213) 921-9451

THANKS FOR PUTTING US ON TOP.

BELL HELMETS

The Winning Line

See the new line of 1983 Bell Helmets at your dealer today.

LIGHTWEIGHT M.C.
PRESENTS
SHORT TRACK
AND SPEEDWAY
PLUS T.T.

INDIAN DUNES
AMA DISTRICT 37
SUNDAY APRIL 24
SPEEDWAY NOT AMA SANCTIONED
NEW TRACK
ALL NON-DISTRICT RIDERS WELCOME
SPECIAL CLASSES FOR T.T.
DESERT — MOTOCROSS — VETS

GATES OPEN 7:00 a.m.
SIGN-UPS 7:30-8:30 a.m.
PRACTICE 8:30 a.m.
RACE 9:00 a.m.

GATE FEE
RIDERS & BIKES $7
RIDERS & MINIS $6
ADULTS $4
AGES 6-14 $3

ENTRY FEE
DISTRICT $10
NON-DISTRICT $12
PRO MONEY $15

- ALL CLASSES
- NO LATE SIGN-UPS
- ANY TRACTION ON T.T.
- 30% TROPHY
- 80% PRO PAYBACK
- INFO (714) 771-3809

KAL-GARD

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HEMET
MOTORCYCLE
SPEEDWAY

16 Invitational Pro Field
Championship Format

April 17, 1983

HEMET FAIRGROUNDS
Adults $5.00 Gates Open 12:30
Kids $3.00 Races Begin 2:00

Take 15E South to Highway 74E to Palm
Presented by S.P.E.E.D. Racing

The latest dirt from AMA!

TRAIL RIDING IN AMERICA
A Guide to Recreational Off-Road Riding

Now available at your local Honda, Kawasaki, Suzuki or Yamaha dealership.

IMS
INLAND MOTORCYCLE SPEEDWAY
SAN BERNARDINO · CALIFORNIA
Races Begin: 7:30 PM

City, take Chapman exit off I-70, N 2 mi. All classes. 33% trophs., 125% Ex pb. Electrical hkups, shwrs, bike wash. Gate 8 am, prac. 10, race 11:30. Entry $8, Ex $12. Race Place II. Info 816/792-1027 (Brad Jones).

AMA D-36 KING OF HILL QUALIFIER MX
Argyll Cycle Park, Dixon, CA. Hwy 113, 11 mi. S of Dixon. Last chance qualifier for series final (4/24), double series pts. All D-36 classes. Gate 6:30 am, prac. 7:30, race 9. Entry $15, $25 Pros. Info 209/529-0923 (Fred), 916/678-3592 (Buel).

HILLTOPPERS ROSARITO BEACH GP
Rosarito Beach, Baja California, Mexico. All classes, incldg. ATV. 20% trophs., SRA pts. All other affiliations welcome. Start, pits and finish in Rosarito, new shorter (23 mi.) course, no rocks. 10 a.m. start. Entry $23, $30 post. Hilltoppers M.C. Info 213/428-4971, 714/994-1170.

ARIZONA ADRA GRAND PRIX
Fifth annual ADRA GP. Classes for all ages, skill levels, family-oriented racing. Info ADRA, 1408 E. Granada, Phoenix AZ or 602/252-1900.

CANCELLED

SOUTH DAKOTA BRA MX
Rice Rcwy., Hwy 79, Rapid City, SD. All classes. 30% troph., Pro pb. and pts. fund. Practice 10 a.m., race 11. Entry $10, $15 Pro, BRA memb. reqd. Borderline Racing Assn. 605/348-8361 (Dale Friend).

ARIZONA STATE CHAMPIONSHIP MX SERIES
Thunder Valley Rcwy., Mayer, AZ. Prescott Hwy. 8½ mi. W of I-17, 2½ mi. W of Mayer. All classes incl. Stk. and Mod. 33% troph. to 5 places, 100% Expert pb. to 5 places. Gate 7 a.m., prac. 8:30. Gate fee $4, $2 child, $5 bike fee (deducted at sign-up). Series trophs. to 3rd, series awards at banq. info 602/583-0575, 934-5027.

OKLAHOMA TULSA MX
Tulsa, OK. South of Tulsa International Raceway off Hwy 169 N & North 36th St. All classes. 33% troph., 150% Ex p.b. Gate 8 a.m., prac. 9:30, race 11. Entry $8 Sptsmn, $12 Ex, $4 gate. Tulsa Area Motosports, Inc. Info 918/266-6136 (Rick).

TEXAS MOSIER MX
Mosier Valley MX Park, Ft. Worth, TX. All classes. $804 guaranteed Ex purse. No pit riding or late prac. Prac. 8 a.m., race 9; Int & Ex prac. 1:30 p.m. Entry $11 Sptsmn, $16 Ex. Gate $5. Info 214/357-4196.

TEXAS CONROE MX
Conroe MX Park, Conroe, TX. 3 mi. south of town to San Jacinto River. All classes. Troph. or gift cert. to 8th in Nov classes. Concessions, showers & bathrooms. Split schedule: prac. 8 a.m., race 10; Int/Ex race 1 p.m. Entry $8 Sptsmn, $15 Ex. Gate $4. Info 712/756-4114 (Conroe Suz), 273-2336 (track).

CALIFORNIA DEANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsmn troph., 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac. 8:30, race 9:30. Entry $6 gate + $9 Sptsmn, $13 Pro; non-memb. add $2. Info 714/653-8068, 5840, 7979.

CRC CALIFORNIA MX
Indian Dunes Cycle Park, Valencia, CA. I-5 to Hwy 126. All classes. Brass for Sptsmn, cash for Pros. 2 long motos. Gate 7 a.m., prac. 8, race 9:30. Entry $12 Sptsmn, $15 Pro; memb. req'd. Info 213/830-7519.

IDAHO HARE & HOUND
Bruneau, ID. S of Bruneau, 50 mi. SE of Boise. All classes. Trophs., fin. pins, SIDRA pts. 2 loops, 80 mi. total, Minis 40-mi. loop. Drawing for $500 of riding gear. Sign-up Sat 5-7 pm, Sun 8:30-10:30 am, race 11. The Bird Bunch. Info 208/587-3319 (Hon-Yam of Mtn.), 587-3130 (Gary), 587-8851 (Bert).

AMA D-36 TT
Lodi Cycle Bowl, Lodi, CA. Hwy 99 between 8 mi. and Armstrong Rd. Exit E Frontage Rd., 5801 E Morse Rd. All classes. Gate 9 am, prac. 10, race noon. Entry $10, $13 Pro, watch $4. Lodi M.C. Info 209/931-3722, 368-7182 (Barbara).

OREGON OMRRA ROAD RACE
Portland Int'l Rcwy, Portland, OR. West Delta Park exit off I-5 at OR/WA border. 450,550, 750 & Open prod, 600, 850 & Open cafe, F-1, F-2 & Sup'Bke. 0-650 twins & 651-Open twins classes. X'Int facilities, right off frwy, CA riders welcome. Gate 7a.m., prac. 9. Gate fee $4, trop. class $20, Money class $25. Oregon Motorcycle Road Racing Association. Info 503 226-6550 (Jeff Doan).

AMA D-36 BENEFIT MX
Lions Club Track, Fernly,NV. Just off of I-80. All D-36 classes, troph. only, no p.b. This race to benefit D-36 awards banq. Gate 6:30a.m., sign up 7, prac 7:30, race 8:30. All classes $15. District 36/AMA. Info 209/267-0312 (Charles Schafer).

AMA D-36 RIDGERUNNER MARATHON
Santa Cruz County F'grounds, Watsonville, CA. Hecker Pass Rd - Hwy 152 Watsonville. 125, 250, Open Nov., Am/Ex comb. Troph. AMA & any D-36 card req'd. No prac. or concessions. Gate $3 adults, und. 12 free. Nov. sign up 8:30a.m., race 10. Am/Ex sign up 10, race 12:30. Riders (1 or 2) $15 plus gate. Santa Cruz Ridge Runners/AMA D-36. Info 408/475-3619 (John Moore).

CALIFORNIA SHR MARATHON
Sand Hill Ranch, Brentwood,CA. Corner of Camino Diablo and Vasco Rd in Brentwood. Sign up 9a.m., race 11. Info 415/798-5695, 634-3328 (Tom Anderson).

TEXAS AMATEUR SUPERCROSS
Cotton Bowl, Dallas, TX. All classes plus Seniors & 3-whlr. Troph, AMA sanct. Races start 8a.m. Entry $50 per class. Super Sport Promotions. Info 813/822-8929 (Judy Maxwell).

AMA WASHINGTON MX
Seattle International Rcwy., Kent, WA. I-5 exit 142A, E on Hwy 18. All classes. Gate 7:30 am, prac. 9, race 10. Entry $5, $10 Pro, gare $4. Info 206/631-1550 (Lynn Howland).

CRC PRO-TRAC MX
Saddleback Park, Orange, CA. Fw 55 to Chapman exit, E 7 mi, to Santiago Canyon Rd., rt to track. All classes. $2,100 Pro purse, Sptsmn divide $3,000 worth of Pro-Trac gift certificates. All entries eligible for $1,000 gift cert. Entry $12, $15 post, Pros $25, $35 post. Info 213/ 830-7519

CRC COORS GRAND PRIX
Saddleback Park, Orange, CA. Fwy 55 to Chapman exit, E 7 mi, to Santiago Canyon Rd., rt to track. All classes. 20% trophs., fin. pins. Pro/Ex pb. Parade lap 8 am, races start at 8:30. Entry $16, $20 post. CRC memb. reqd. Info 213/830-7519.

ERA OREGON MX
Franklin, OR. Hwy 36 or Florence cuttoff through Cheshire to Territorial Rd, turn left, track next to grade school. All classes, 5 rider min./class. 33.33% Sptsmn troph., 100% Pro p.b. Protective clothing, 3 no. plates, helmet no. & muffler req'd. Sign in 9 a.m., prac. 10, race 11. Pro-Am memb. $10. Entry $6 Sptsmn, $10 Pro, add $1 if you forget Pro-Am card, add $2 for non-memb. Watch $3 adult, $2 6-17 (with student body card), under-6 free. Emerald Racing Association. Info 503/688-1274.

April 20

CALIFORNIA UEA EDURO DRAWING
Drawing for UEA's 'Not So Tuff-E-Nuff' Enduro. Old fashioned fun enduro. Drawing 8 pm at Straw Hat Pizza, 10729 South St., Cerritos, CA. A's, B's and C's drawn seperately. Info 213/425-3086 (510pm).

April 22-24

CALIFORNIA CUSTOM CAR, CYCLE, HOT—ROD SHOW.
County Fairgrounds, Victorville, CA. Two giant bldgs. with displays and attractions. Fri 6-11 pm, Sat 1-11 pm, Sun 10 am -8 pm. R.G. Canning Productions. Info 213/588-1934 or 587-5100

April 23

CALIFORNIA SHORT TRACK
Monterey Fairgrounds, Monterey, CA. M/Cs and Minis, Nov, Jr, Ex. Also 3-whlrs, micro midgets. Track 1/8th mi. Gate 5 pm, prac. 6:30, race 7:30. Entry $10, $15 Ex. Monterey Bay Rams. Info 408/394-8225 (Bob Rosa).

AMA D-36 PRO SHORT TRACK
Hillsferry Spdwy., Newman, CA. Gate 4 pm, prac. 6, race 8. Entry $10, $10 pit pass, $8 watch. AMA-sanctioned. Info 408/463-0548, 209/578-3108.

AMA WASHINGTON MX
Seattle International Rcwy., Kent, WA. I-5 exit 142A, E on Hwy 18. Pro regional championship, $1,500 purse. Gate 7:30 am, prac. 9, race 10. Entry $25 at gate. Info 206/631-1550 (Lynn Howland).

April 23-24

CALIFORNIA CLASSIC & ANTIQUE M/C RALLY
Hanford, CA., at courthouse square. Classic and Antique m/c rally, show & swap meet. Take Hwy 99 to Hwy 198, go W 11 mi. to Hanford, corner of Douty & 9th. Concours judging. Classic, Antique, Mod. Class., dirt comp, Rd. Comp. classes. Registration 23rd 8a.m.-10, judging 10-1. Sunday ride 24th 10 a.m.-3p.m., swap meet both days 8a.m.-4p.m. $20 entry for judging or swap meet. Spectate free. Info 408/659-4958 (Frank), 213/868-2-032 (Kerry).

CALIFORNIA AFM WILLOW RR
Willow Springs Rcwy, Willow Springs CA. Hwy 14 N to Rosamond Exit, then Lft 5 mi. to track. Open practice & rider school on 23rd 9a.m. - 4:30p.m. $40 all day. Road race on the 24th. Stk Prod, Mod Prod, Sprstrt, Singles, Twins, GP & Sidecars classes. Troph to top 3 plus first Nov. ea. class. Gate 7:30a.m., prac 9, race 12:30. $25 first entry, $10 ea. add. entry. Watch $5, und. 12, park, pit pass, program free. American Federation of Motorcyclists. Info 213 916-2583 (Harry).

April 24

OREGON AMA MX
Mt. View Rcwy., Sandy, OR. 4 mi. SE of Sandy. Hwy 211 to Bornstedt Rd., lft to Rude Rd., rt to track. All classes. 30% trophs., 100% Pro pb. Gate 6:30 am, prac. 8, race 9. Entry $10, $15 Pro. Info 503/668-9409 (Ron Long).

PHOENIX MOTORCYCLE DRAGS
Phoenix Rcwy., 10 mi. N of Sun City, AZ on Grand Ave. 19421 W. Jomax Rd. 3 ET brackets. $150 win, $75 2nd, $25 3rd and 4th. Begs $75, $35, $20, $20, trophs 1st, 2nd. Bonuses for highest placing brands, low ET, high mph. Gate 9 am, time trials until 1, race 2. Entry $15, Beg $10. Arizona Dragbike Assn. Info 602/978-6628 (Bill Spencer).

NEVADA AMA GRAND PRIX
Winnemucca, NV. Winnemucca Mt., follow lime and signs to pits, 5 mi. N of Winnemucca on Hwy 95. All classes. Silver belt buckle for 1st ovall., fin. pins, hats, t-shirts, contingencies. Start 10 am. Entry $25. Flying W's M.C. Info 702/623-3588, 702/623-3577.

AMA D-36 MARATHON
Santa Cruz County Fairgrounds, Watsonville, CA. Hecker Pass Rd. andHwy 152. All classes. Trophs. AMA CA. Vasco Rd. All state clubs welcome. Sat, Sun 3 motos. Entry $30 OT, $20 Supp. Sierra Oldtimers. Info 916/332-1052 (Don Montgomery).

ARIZONA ROAD RACE
Phoenix Internatinal Racwy., Phoenix, AZ. 115th Ave. and Baseline Rd. Box Stock ,Superstreet 450, 600, 800, Open. Trophs. 1st to 3rd, contingencies. Will accept AFM, SNRR, MRA, WERRA cards in lieu of new rider's school. Gate 7 am, new riders 7:30, prac 9, race noon. Entry $30, add. classes $15, new riders $15, membshp. $10. Phoenix Road Racing Organization. Info 602/973-2185, 247-5542 (Kevin Elliott).

AMA D-36 SHORT TRACK
Hillsferry Spdwy., Newman, CA. All classes, plus Odys, 3-whlrs. Gate 9 am, prac 10, race noon, ATV/Ody race 3. Open prac for Pros at 7 pm. All districts invited. Info 408/463-0548, 209/578-3108.

CALIFORNIA ARROYO MX
Arroyo Cycle Park, San Bernardino, CA. All classes. Gate 7 am, prac. 8, race 9:30. Entry $10, $15 Pros. Info 714/689-6114.

CANCELLED

AMA WASHINGTON MX
Seattle International Rcwy., Kent, WA. I-5 exit 142A, E on Hwy 18. All classes. 100% pb. Gate 7:30 am, prac 9, race 10. Entry $5, $10 Pro, gate $4. Info 206/631-1550 (Lynn Howland).

ARIZONA STATE CHAMPIONSHIP MX SERIES
Canyon Rcwy., Phoenix, AZ. Carefree Hwy 8½ mi. W of I-17. All classes incl. Stk. and Mod. 33% trophs. thru 5 places, 100% pb. to Experts thru 5 places. Gate 7 a.m., prac. 8:30, race 9. Gate fees $4, $2 child, $5 bike fee (deducted at sign-up). Series trophs. to 3rd, awards at banq. Info 602/583-0575, 934-5027.

TEXAS DEVIL'S BOWL HM
Devil's Bowl Spdwy., Dallas, TX. E Dallas off I—20 at Lawson Rd. exit. All classes. Gate 10 a.m., prac. noon, 2. Large cash troph. dash. Am. racing interm. Info 817/488-9133 (Bob Bagwell).

AMA D-36 LITTLE POLECAT ENDURO
Twain Harte, CA (near Sonora). All classes. Trophs. to 1st ovall., 1st B,C. AMA rules, D-36 card reqd., license plts. or green stickies reqd. Entry $15, $18 post, 3-man team $6 (name change $2). Merced Dirt Riders. Info 209/524-6589, 521-0799, 383-0319.

AMA D-36 MAMMOTH BAR MX
Mammoth Bar (Auburn), CA. Hwy 80E towards Auburn, exit at Forest Hill Auburn Ravine Rd., follow Forest Hill signs for 3 mi., rt on Old Auburn Forest Hill Rd., go 1½ mi., track on lft. All classes, trophs. to winners, 100% Pro pb., gift certs. to Nov winners. Gate 6:30 am, prac. 7:30, race 9. Entry $15

Sptsmn, $20 Pro, $5 spec. DeMello MX Prom. Info 916/722-0355 (Vasco De Mello).

AMA D-36 KING OF HILL MX FINAL
Argyll Cycle Park, Dixon, CA. Hwy 113, 11 mi. S of Dixon. Championship final for series. All D-36 classes. More than $15,000 in series cash and prizes. No pit riding, dogs, or bicycles. Gate 6:30, prac 7:30, race 9. Entry $20 Sptsmn, $30 Pro (100% pb) Info 209/529-0923 (Fred), 916/678-3592 (Buel).

UTAH WIDOWMAKER HILLCLIMB
Salt Lake City, UT. America's richest hillclimb, $1,000 to first over, $1,000 to winner-take-all exhibition. Bees M.C. Info 801/561-1453 (Jack Carlton).

AMA D-38 HARE & HOUND
Plaster City West, CA. Follow arrows from I-8 and Ocotillo. All classes. 3rd annual Lost Coyote H&H. No memb. reqd., but riders w/out D-38 card must have proof of age or release from parents. No pre-run. Fin. pins. Sign-up 4-8 pm Sat, 7-8:30 am Sun. Race 9 am. Entry $12. Tankslappers M.C. Info 619/423-7241 or 277-5800.

AMA D-37 HARE & HOUND
Soggy Dry Lake, CA. Limed from Y-Cafe in Lucerne Valley. All classes, but no ATV class. 2 45-mi. loops, Begs do 1 loop. 9 am start. Entry $14, Huntington Beach M.C. Info 714/637-4468, 213/425-2533 (Ron Paproski).

WYOMING BRA MX
Gillette Rcwy., Gillette, WY. All classes, incl. Vets, Enduro, Old Iron, ATV. 30% trophs., Pro pb. and pts. fund. Prac. 10 am, race 11. Entry $10, $15 Pro. BRA memb. reqd. Borderline Racing Assn. Info 605/348-8361 (Dale Friend).

NEBRASKA MOTOCROSS
Wellfleet, NB. I-80 and North Platte Hwy 83S 25 mi., W 2 mi., NW 1¼ mi. All classes, plus Enduro and 3-whlr. 33% Sptsmn trophs., 150% Pro pb. Coor Midwest Series pts. No memb. reqd. Gate 9:30, prac. 10:30, race noon. Entry Sptsmn $9, Ex $11, spec. $3. Info 308/534-5176 (Brian Summers).

AMA D-37 ST, TT, SPEEDWAY
Indian Dunes Rcwy., Valencia, CA. I-5 to Hwy 126. All classes. 30% trophs., 80% Pro pb. New track, speedway not AMA sanctioned, any traction on TT. Gate 7 am, prac. 8:30, race 9. Gate fee riders and bikes $7, minis $6, watch $4, 6-14 $3. Entry District $10, non $12, Pro $15. Lightweights M.C. Info 714/771-3809.

S.P.E.E.D. CALIFORNIA EUROPEAN ROUGH SCRAMBLES
Perris Raceway, Perris, CA. Frwy 15 to Hwy 74 E, 8 mi. to Ellis, left to track. All classes. Over $10,000 in contingency prizes, 80% Ex p.b. Gate 7 a.m., sign up 7:30, prac. 8:30, race 9. Entry $12 Sptsmn, $15 250cc & Open Pro; memb. req'd ($10). Info 714/658-6355.

CRC DUNESTOWN SERIES MX
Edwards AFB, Rosamond, CA. All classes. Contingencies for Sptsmn, Pros, $1000 Pro purse. First race of Dunestown Series. Sign-up 7 am, prac. 8, race 9:30. Entry $12, $20 Pro, $15, $25 post. Info 213/830-7519

ARIZONA FIREBIRD DESERT RACE
Firebird Lake, AZ. I-10 and Maricopa Rd., 10 mi. S of Phoenix. All classes, plus 3-whlr, Team. Trophs., gift certs., $500 1st ovall., $500 1st ovall. Ex Honda, special 3-whlr challenge. Replaces cancelled Sells GP (4/17). Arizona Desert Racing Assn. Info 602/252-1900.

TEXAS CROSS COUNTY
Thurber, TX. From Fort Worth, take I-20 W to Thurber, exit 367, follow red robbons W for 2¼ mi. All classes. Trophs. 1st-5th place, $300 Pro purse. Rider's mtg. 9:30 am, first race 10. Entry $10, $14 Pro. Kendrick Race-Motions. Info 214/264-4494 (Harold Kendrick.)

AMA D-36 SANTA CLARA MX
Santa Clara, CA. Hwy 237, near Marriott's Great America. All classes plus Begs, Dinosaurs, Womens. Trophs., 100% Pro pb., blue plt. pts. Gate 6 am, prac, 7:30, race 9. Entry $15, Pros $20, watch $4, 6-12 $1. Info 415 886-5413 (Ken).

AMA IDAHO TT
Boise, ID. Owyhee Motorcycle Clubgrounds. $4000 TT. Owyhee M.C. Info 208/343-3256.

WASHINGTON MOTOCROSS
Southfork Foothills MX Park, 17 mi. W of Yakima, WA on Lower Ahtanum Rd. All classes. 30% trophs., 100% Pro pb. Free o/n parking. Gate 8 am, prac. 9, race 10:30. Entry $10, $20 Pro. Trailhead Prom. Info 509/248-9113, 248-1472 (Pat McCafferty).

AMA D-37 SKY RANCH MX
Sky Ranch Park, CA. 11 mi, N of I-80, off exit 18 on Pyramid Lake Hwy. All classes. 30% trophs., 100% Pro pb. Sign-up 7 am, prac. 8, race 9. Entry $15, Pro $20, watch $3. Dirt Racing Prom. Info 702/747-6536 (Chris Bender).

April 30

WASHINGTON MOTOCROSS
Southfork Foothills MX Park, 17 mi. W of Yakima, WA on Lower Ahtanum Rd. All classes. 30 % trophs., 100% Pro pb. Free o/n parking. Gate 8 am, prac. 9, race 10:30. Entry $10, $20, Pro. Trailhead Prom. Info 509/248-9113, 248-1472 (Pat McCafferty).

AMA SAN JOSE ST NATIONAL
Santa Clara County Fairgrounds, San Jose, CA. Race starts at 8 pm. Tickets $8-$14, avail from Barkhimer Associates, PO Box 66588, Scotts Valley, CA 95066. Also at selected Kawasaki dealers and at track on race day. Info 408/438-3211.

April 30-May 1

AMA D-37/38 GRAND PRIX
Carlsbad Rcwy., Carlsbad, CA. Sat-Odys, Sidecars, ATVs, Vets, Minis, Unclass., first race 8 am. Sun OtH, Old Timers, Classified, Pros, first race 8 am. 80% pb. Entry $20, $24 non-AMA, $30 post. Pros $40, $50 post. Spec $6. Post mark determines start Anaheim Hi-Siders GP. 11382 Earlam, Orange, CA 92669. Info 714/997-8615, 597-6389.

CALIFORNIA TWO-DAY SCOTTISH TRIALS
Corral Canyon, CA. I-8 to Buckman Springs Rd., exit S, follow arrows 10 mi. to pits. All classes. 20% trophs., pts. Fin. awards. Helmets, spk. arrestors, no. plts. reqd. Sign-up 9 am, start 10. Entry $20, non-memb. $22, under 17 $10, post add $5. Info 619/449-4980 (nights), 232-7886 (Steve Hill).

May 1

AMA D-37 UEA ENDURO
Anderson Dry Lake, Lucerne, CA. All classes. Unique fin. awards, decals. The 'Not So Tuff-E-Nuff Enduro,' old fashioned, fun enduro. 2 loops, 40 mi. each, designed for all skill levels. Drawing 4/20. Entry A's, B's, Women A's $16, C's and Women B's $12, post $4. United Enduro Assn. Info 213 425-3086 (5-10 pm.).

TEXAS MOSIER MX
Mosier Valley MX Park, Ft. Worth, TX. All classes. $804 guaranteed Ex purse. No pit riding or late prac. Prac. 8 a.m., race 9; Int & Ex prac. 1:30 p.m. Entry $11 Sptsmn, $16 Ex. Gate $5. Info 214/357-4196.

TEXAS AUSTIN MX
Austin Motosports Raceway, Austin, TX. U.S. 183 S to Smith Rd (south of Motorola plant), Howard Rd 1½ & watch for signs. All classes. 50% troph. through 5th, 200% Ex. p.b. Concessions, free camping & fishing. Split schedule: Nov sign up 7 a.m., prac. 8, race 9; Int/Ex sign up noon, race 1:30. Gate $5 adult, under-8 free. Entry $10 Sptsmn, $15 Ex. Info 512/443-7627, 327-5254 (Rocky).

ARIZONA DEER VALLEY MX
Deer Valley Cycle Park, Phoenix, AZ. 7th St. & Deer Valley Rd. All classes. 33% troph., 100% Pro p.b. No pit riding. Gate 6:30 a.m., prac. 8, race 9. Entry $10 Sptsmn, $15 Pro. Watch $4 adult, $2 under-12. Phoenix Supercross Raceways, Inc. Info 602/867-4769 (John).

ARIZONA CANYON ST & TT
Canyon Raceway, 1½ mi. west of 99th Ave & Carefree Hwy, Phoenix, AZ. All classes. 33% Sptsmn troph. to 5th, 100% Ex p.b. to 33% of class to 5th. Class C trac. req'd for Ex, recommended for all others. Gate 10 a.m., rider's meeting 11, race after prac. Gate fees: $4 adult, $2 child under-12, $5/bike (deducted at sign up). Entry $10 Sptsmn, $14 Ex. Info 602/978-0661 (Russ), 583-0575 (Tom).

OKLAHOMA TULSA MX
Tulsa, OK. South of Tulsa International Raceway off Hwy 169 N & North 36th St. All classes. 33% troph., 150% Ex p.b. Gate 8 a.m., prac. 9:30, race 11. Entry $8 Sptsmn, $12 Ex, $4 gate. Tulsa Area Motosports, Inc. Info 918/266-6136 (Rick).

TEXAS MOSIER MX
Mosier Valley MX Park, Ft. Worth, TX. All classes. $804 guaranteed Ex purse. No pit riding or late prac. Prac. 8 a.m., race 9; Int & Ex prac. 1:30 p.m. Entry $11 Sptsmn, $16 Ex. Gate $5. Info 214/357-4196.

TEXAS CONROE MX
Conroe MX Park, Conroe, TX. 3 mi. south of town to San Jacinto River. All classes. Troph. or gift cert. to 8th in Nov classes. Concessions, showers & bathrooms. Split schedule: prac. 8 a.m., race 10; Int/Ex race 1 p.m. Entry $8 Sptsmn, $15 Ex. Gate $4. Info 712/756-4114 (Conroe Suz), 273-2336 (track).

CRC CALIFORNIA MX
Indian Dunes Cycle Park, Valencia, CA. I-5 to Hwy 126. All classes. Brass for Sptsmn, cash for Pros. 2 long motos. Gate 7 a.m., prac. 8, race 9:30. Entry $12 Sptsmn, $15 Pro; memb. req'd. Info 213/830-7519.

CMC CALIFORNIA MX
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd, right to county fire station, left on rd past fire station. All classes. 30% troph. Gate 7:30 a.m., sign up & prac. 8-9, race 9:30. Entry $10 Sptsmn, $15 Pro. Info 714/557-3323.

CALIFORNIA DEANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsmn troph., 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac. 8:30, race 9:30. Entry $6 gate + $9 Sptsmn, $13 Pro; non-memb. add $2. Info 714/653-8068, 5840, 7979.

TEXAS AUSTIN MX
Austin Motosports Raceway, Austin, TX. U.S. 183 S to Smith Rd (south of Motorola plant), Howard Rd 1½ & watch for signs. All classes. 50% troph. through 5th, 200% Ex. p.b. Concessions, free camping & fishing. Split schedule: Nov sign up 7 a.m., prac. 8, race 9; Int/Ex sign up noon, race 1:30. Gate $5 adult, under-8 free. Entry $10 Sptsmn, $15 Ex. Info 512/443-7627, 327-5254 (Rocky).

ARIZONA DEER VALLEY MX
Deer Valley Cycle Park, Phoenix, AZ. 7th St. & Deer Valley Rd. All classes. 33% troph., 100% Pro p.b. No pit riding. Gate 6:30 a.m., prac. 8, race 9. Entry $10 Sptsmn, $15 Pro. Watch $4 adult, $2 under-12. Phoenix Supercross Raceways, Inc. Info 602/867-4769 (John).

ARIZONA CANYON ST & TT
Canyon Raceway, 1½ mi. west of 99th Ave & Carefree Hwy, Phoenix, AZ. All classes. 33% Sptsmn troph. to 5th, 100% Ex p.b. to 33% of class to 5th. Class C trac. req'd for Ex, recommended for all others. Gate 10 a.m., rider's meeting 11, race after prac. Gate fees: $4 adult, $2 child under-12, $5/bike (deducted at sign up). Entry $10 Sptsmn, $14 Ex. Info 602/978-0661 (Russ), 583-0575 (Tom).

AME CALIFORNIA MX
Sprockets Park, Bakersfield, CA. All classes. Pro p.b. & 30% Sptsmn troph. Free O/N camping. Gate 7 a.m., prac. 8, race 9. Entry $12 Sptsmn, $17 Pro ($15 to p.b.); AME memb. req'd, avail. at track ($20). American Motocross Enterprises, Inc., P.O. Box 1421, Reseda, CA, 91335. Info 213/881-5778.

CMMC CALIFORNIA MINI MX
Barona Oaks Raceway, Ramona, CA. Hwy 67 to Lakeside, east on Mapleview, north on Ashwood, up Wildcat Canyon Rd 11 miles. New Beg. class. O/N camping & concessions. Sign up closes 7:30 sharp. Entry $10, yearly memb. $15. Info 714/561-7344 (Gary), 447-9348 (Dennis).

ERA OREGON MX
Franklin, OR. Hwy 36 or Florence cuttoff through Cheshire to Territorial Rd, turn left, track next to grade school. All classes, 5 rider min./class. 33.33% Sptsmn troph., 100% Pro p.b. Protective clothing, 3 no. plates, helmet no. & muffler req'd. Sign in 9 a.m., prac. 10, race 11. Pro-Am memb. $10. Entry $6 Sptsmn, $10 Pro, add $1 if you forget Pro-Am card, add $2 for non-memb. Watch $3 adult, $2 6-17 (with student body card), under-6 free. Emerald Racing Association. Info 503/688-1274.

ARIZONA MOTOCROSS
Mayer, AZ. 2 mi. W of Mayer on Hwy 69, take Prescott exit off I-17N. All classes. Trophs. to 5th place, 100% Ex pb. Grand prize drawing for motorcycle. O/n camping. Gate 7 am, prac 8:30. Entry $10, $14 Ex, watch $4, child $2. Thunder Valley Rcwy. Info 602/778-2501 (Bob Riggle).

CALIFORNIA SRA GOODTIME GP
Perris Rcwy, Perris, CA. Frwy 15 to Hwy 74 E 8 mi. to Ellis, lft to track. All classes plus ATV, Odys. 20% trophs., fin. pins. 0-200, ATV/Odys prac in am, race in am. 0-200 Sen/Vets prac. in pm, race in pm. SRA license reqd. Info 714/828-1358.

AMA SAN JOSE MILE NATIONAL
Santa Clara County Fairgrounds, San Jose, CA. 23rd running of the San Jose Mile. Race 2 pm. Tickets $9-$17, avail. from Barkhimer Associates, PO Box 66588, Scotts Valley, CA 95066. Also at selected Kawasaki dealers and at track on race day. Info 408/438-3211.

May 7-8

NEVADA GRAND PRIX
Virginia City, NV. All classes, plus cash classes on Sun (250 and under, Open). Sptsmn: Silver award overall each day, trophs. fin. pins, jackets for overall and class win. Cash class: Limited to 100 Exs, $5,000 purse, $1,500 overall win, $1,000 class win,

J. C. & Chris Agajanian Present:

CARMICHAEL HONDA

AMA 25 MILE NATIONAL CHAMPIONSHIP MOTORCYCLE RACES

CAMEL PRO

SATURDAY NIGHT APRIL 16 QUALIFYING 6 pm RACING 8pm

ON 1 MILE DIRT TRACK CAL-EXPO STATE FAIRGROUNDS SACRAMENTO

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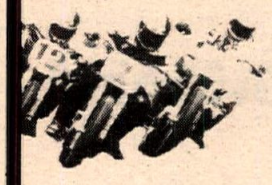

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May 1 — Sears Point
May 21/22 — Willow Springs
12422 Timber Creek Lane (213)
Cerritos, CA 90701 926-2583

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America's weekly motorcycle newspaper

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ON THE FRONT PAGE: David Bailey soars over the Saddleback ridge. An interview begins on page 28. Photo by Karel Kramer.

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VOICES

Multiple stadium classes

I have a suggestion to offer and if you print it in your paper others may agree and something might come of it. It has to deal with the problem of factory bikes versus production bikes in motocross races, particularly in the stadium events.

Since the AMA has had the good sense to put all the size classes on the same day they have put together a great show of race events. It makes it worth the money and it gives you a whole day of entertainment. And that is what racing is, entertainment. But at the stadium events I do not feel I get my money's worth of entertainment for the time I spend at the indoor events!

So my suggestion is to add a new class to the stadium events. It would be a modified production class for Pros. It would be like the Superbike class at the road race events. That class is made up of modified production bikes with the factories involved as well as privateer riders riding for big name companies. Both the Formula One class and the Superbike class are just as exciting.

The AMA and the promoters are already allowing privateer riders on modified and stock production bikes to race on these tracks against the factory Pros, but only a couple ever make it to the main event. So why not give these riders a class of their own? The factories could still be involved in hiring new riders to compete in this class as well. This would make more jobs for Pro riders and put back that chance of making a name for yourself in racing. Without that dream of someday making it to the top, fewer and fewer people are going to stay interested in buying motocross motorcycles, to try to make that dream come true! I'm a motocrosser but road racing may have something we need. Someone should look into it.

GLENN SCOTT
North Hollywood, CA

We appreciate the need to make the privateers more prominent, but don't feel that the stadium events are the proper arena to feature multiple classes of racing. Supercross is big-bucks sports entertainment designed to draw John Q. Public to a comfortable stadium for two to three hours worth of entertainment. Road racing events are generally held over two days, with the spectators making a weekend out of it and often camping overnight at the track. Even putting three classes on in one day of motocross has caused practice and qualifying motos to be shifted to the day before in the Nationals. We suppose it's all a matter of how much time you have to produce a show...Editor.

Remember the ol' fellas

Just finished reading David Edwards' coverage of the SCORE San Felipe 250 (Issue 12, April 6, 1983).

While he covered the basic elements of the race, he certainly failed to cover some of the more important facts of this unique race.

For example: That both, Class 30 and Class 38 had the best finishing percentage of all the motorcycle classes (Class 38 being the best). That, with the exception of Class 22, Class 38 had the most entries and that their finishing times were far better than those in Classes 20 and 21.

The reason I mention this is because I see that in your coverage of the San Felipe race there's only one paragraph dedicated for both Class 30 and 38 (very short paragraph), while Classes 20 and 21 get far more coverage than they deserve.

The real racers are perhaps the top three finishers in Class 22 and most of the racers in Classes 30 and 38. The SCORE records will bear this out. These two classes, specially Class 38, have the best finishing records for the past four years of any SCORE class, including motorcycles, and cars, and our times are usually among the best overall. Yet, we usually get very little mention in any of your articles, while the young "hot shoes" of Classes 22, 21, and 20 get all the ink, far more than they deserve. In fact, all that we usually get is *their* "stuck stubs" hollering for someone to come and bail them out!

I think it's time that you folks start giving us better coverage. We certainly deserve it and I think that those youngsters could learn something from it and start finishing more races.

When next you cover the Baja 500 in June, be sure to tell your reporter to come to the finishing impound area where he'll find most of the veteran racers downing a couple of brews and where he'll get the real scoop about the race.

LOU PERALTA
WOODLAND HILLS, CA

Sorry, Lou. Sometimes, between running around trying to get pictures, scrambling to the finish to get rider interviews, and the like, we miss a few things. We'll try to get over to impound after the Baja 500, if you'll do us a favor. SCORE maintains a press room to help we members of the fourth estate cover the race. Maybe the Class 30 and Class 38 winners could take the time to drop by that press office (which in the case of San Felipe, the Class 22, 21 and 20 riders did; only one Class 30 or 38 rider's remarks could be found among quotes from the winners) and tell your story to the friendly folks there, just in case we miss connections. But we really will try and make it to impound — what brand of brews should we bring?...Editor.

Congrats! sort of

Congratulations on your Call to Arms series and instructions about the Alan Robbins bills. The MMA didn't even mention these two vital issues.

I do think that it might have been a good addition to the instruction to tell how to find out who our representatives are locally instead of wasting time writing to M.O.R.E. It is frustrating to have to stop and do research into an unfamiliar political group when you professionals who should give us all that information only give us part.

It is only human not to like the idiots and their dishonest, unnecessary antics in the name of "legislation for our own good."

I suggest that you get your Pros together and do for us amateurs what we cannot do for ourselves. Give us the names, addresses and positions of every Senator, Assemblyman and Representative in the west.

Also you could keep changes in their status current.

I think it would be a comparatively simple endeavor for your experts to keep in touch with Sacramento and its efforts to make legislative politicians seem necessary. They are constantly pushing meaningless and dishonest laws designed to control the masses and to make themselves important by seeming to be busy doing something.

Three quarters of all the proposals introduced by these parasites are not intended to pass, but to make their constituents and voters believe they are sincere, active and for the good of all.

Thank God we got rid of Jerry Brown. Perhaps we can now have some peace.

KING GREENOUGH
San Diego, CA

Want to help? It's easy. You can get the address and phone number of your assemblyman's, state senator's or congressman's office in your district from the local operator. You can write any letters to Sacramento politicians by writing to them care of the State Capitol, Sacramento, CA 95814. Seriously, though, we do all we can with politics since we're charged with covering the motorcycling activities of most of the states west of the Mississippi, making us "national in scope" as well...Editor.

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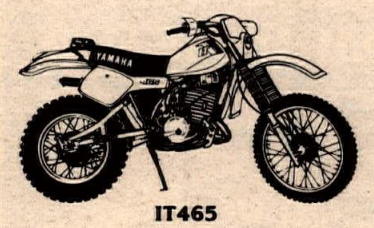

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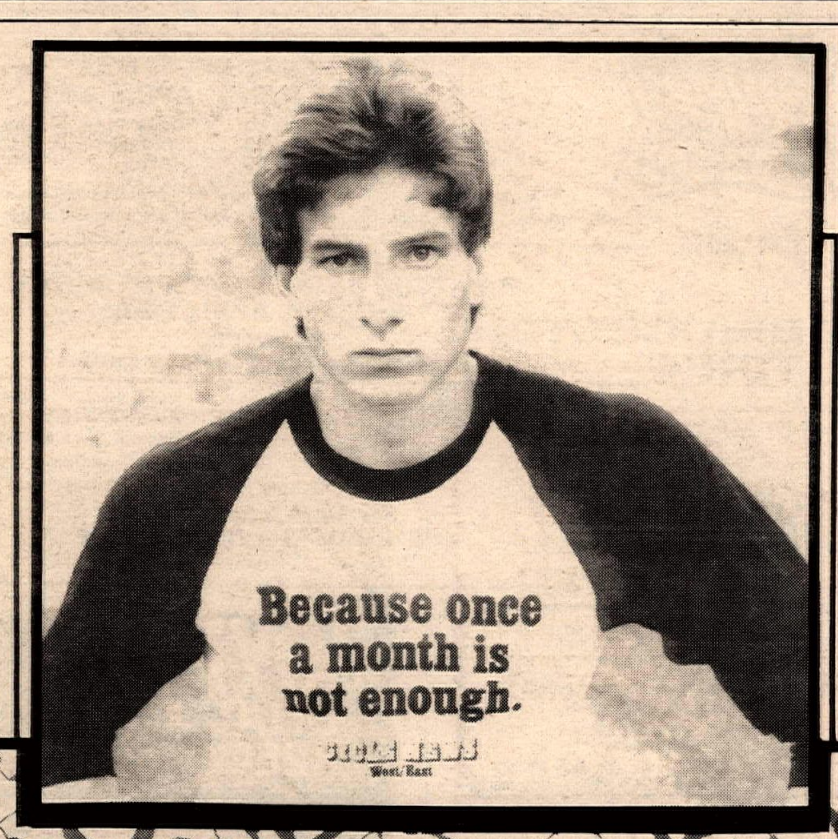

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May 8

SOUTH DAKOTA BRA MX
Rice Rcwy. Rapid City, SD. Hwy 79. All classes. 30% trophs., Pro pb., pts. fund. Prac. 10 am, race 11. Entry $10, $15 Pro, BRA memb. reqd. Borderline Racing Assn. Info 605/348-8361 (Dale Friend).

OKLAHOMA CROSS COUNTRY
Mooreland, OK. 7.3 mi. N of Mooreland on Hwy 50, track on left. 50-mile cross country. Memb. not reqd. Mini race 11 am, race noon. Gate $4, entry $8 (memshp. $5, non-memb. $1) OCCRA. Info 405/994-2533 (Rita Maddox).

AMA D-28 CLARKS BRANCH MX
Roseburg, OR. I-5 to Clarks Branch to Round Prairie Rd exit, go east about 3 mi. All classes. 200% Pro p.b. Helmet #, 3 # plates, mufflers & protective clothing req'd. Gate 8 a.m., prac. 8:30, race 10. Watch $3 adult, $2 age 6-18, under-6 free. Entry: gate fee + $7 Sptsmn, $10 Pro. Clarks Branch Cycle Club. Info 503/673-1671, 673-3205, 672-4179.

May 15

ERA OREGON MX
Franklin, OR. Hwy 36 or Florence cutoff through Cheshire to Territorial Rd, turn left, track next to grade school. All classes, 5 rider min./class. 33.33% Sptsmn troph., 100% Pro p.b. Protective clothing, 3 no. plates, helmet no. & muffler req'd. Sign in 9 a.m., prac. 10, race 11. Pro-Am memb. $10. Entry $6 Sptsmn, $10 Pro, add $1 if you forget Pro-Am card, add $2 for non-memb. Watch $3 adult, $2 6-17 (with student body card), under-6 free. Emerald Racing Association. Info 503/688-1274.

CMC SAND HILL MX
Sand Hill Ranch, corner of Camino Diablo and Vasco Rds., Brentwood, CA. All classes. Gate 6:30 am, sign-in 7, race 9. Entry $15 Sptsmn, $20 Pro, watch $5. Info 415/798-5695, 634-3328

WYOMING BRA MX
Osage Rcwy., Newcastle, WY. All classes, plus Enduro, Old Iron, ATV. 30% trophs., Pro pb, pts. fund. Prac, 10 am, race 11. Entry $10, $15 Pro, BRA memb. reqd. Borderline Racing Assn. Info 605/348-8361 (Dale Friend).

ROAD RUNS

April 17

CALIFORNIA SUN RUN
Garden Grove, CA. Tom's Cycle, 10965 Westminster Ave. Trophs., run pins. SCMA, AMA sanctioned. Sign-in 8-10 am. Entry $4.50, non-memb. add $1 Mixed Breeds M.C. Info 714/530-BIKE (Harry Fisher).

April 23-24

YUMA PRISON RUN
Joe Henry Memorial Park, Yuma, AZ. Trophs, for sweepstakes, male, female solo, oldest, youngest rider, long distance, bingo, cycle games. Sign-in starts at park 4/22 at 5 pm. Entry $12 mail-in, $15 post. Norwalk Centaurs M.C. Info 213/695-8058 (Nick), 944-2180 (Bob).

April 30-May 1

LAS VEGAS BENEFIT RUN
Sign-in 6 p.m. 4/29. Falcons of Ventura. Info 805/487-4619, 487-4347, 609/834-7873.

PALMS TO PINES TOUR
2nd annual Palms to Pines tour. 400 mi. weekend tour of Santa Barbara County, CA. Sat dinner, Sun bkfast., maps, free camping, fin. pins. Leave Santa Barbara Sat 8 am, Santa Barbara Riders. Riders $25, pass. $20. Info 805/966-2025 (Phil), 684-2998 (Marty), 682-6024 (Judy).

May 7

RENNTOUR #1
Truth or Consequences, NM. Halfway between El Paso, TX and Albuquerque, NM on I-25. Ride through Gila National Forest to Silver City and back. Door prizes, emerg. tow if needed. Entry $3, $5 day of ride. Renn Rick's Cycle. Info 505/894-6719 (Barbara or Rich).

May 15

CALIFORNIA LAVERDA CLUB RUN
Meet at European Cycle Specialties, 10301 Garden Grove, ½ block E of Brookhurst, Garden Grove, CA. Open to all makes. 250-mile all-day backroad tour to Mt. Palomar. Test ride '83 Laverda. Meet 7:30 a.m., leave at 8. Info 714/530-2711 (Steve).

June 5

RIDGE RIDERS POKER RUN
Colorado Springs, CO. 7th annual poker run. Fin. pins. Info 303/597-8246 (Doug Schmidt).

June 23-26

USA NATIONAL SIDECAR RALLY
Sugar Pine Point St. Park, Lake Tahoe, CA. Hwy 89 N from Hwy 50, or Hwy 89 S from I-80. Tours, field events, movies, awards dinner, rally pins. Entry $30, $25 pass., under 17 free. United Sidecar Assn. Info 916/663-2201.

FREE CALENDAR LISTING

Calendar listings are a free service. Please type or legibly print **all** information asked for and mail the blank or a fascimile thereof to: Cycle News Calendar, PO Box 498, Long Beach, CA 90801. All listings must be received by noon Thursday to appear in the following week's Cycle News. No phone calls, please; we can only accept items in writing. You may include an event flyer in addition to the Calendar blank.

Event date: _____ Type: _____

Location/directions: _____

_____

_____

Sponsoring club/promoter/sanction: _____

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Gate/practice/race times: _____

Entry fees: _____

Your name: _____ Phone number for info (with area code): _____

RESULTS

N.W. Dealer Challenge MX
Kent, WA
Mar. 12-13, 1983
By Susan D. Brown

PEE WEE A
Tara Harrison Kaw
Grant Bergstroum Yam
PEE WEE B
Butch Smith Kaw
Ryan Parks Yam
OPEN A
Tom Rowland Hon
Rucj Weidman Hon
MINI A
Rick Simmek Kaw
Scott Rose Yam
250 A
Rom Moriarity Hon
Roland Shaff Hon
125 A
Lonn Inman Kaw
Larin Inman Kaw
OPEN B
David Roestel Hus
Greg Heifman Yam
OTH A
Tim Sullivan Yam
Tom Lansford Hon
OTH B
Norman Bergsma Yam
John Collum Yam
100 A
Mike Crowell Yam
Les Yocum Suz
100 B
John Whitmore Yam
David Wellander Suz
OT A
Bob White Mai
Gordon Ochs Hon
OT B
Gary Waldner Hon
Grover Smail Hon
MINI B
Larry Kuebler Hon
Butch Smith Kaw
125 B
Todd Plumb Suz
Michael Williams Yam
250 B
Ron Howick Suz
Mark Luchini Hon
125 PRO
Jim Anderson Yam
Rob Manning Yam
Mike Larson Hon
250 PRO
Jim Anderson Yam
Bob Buffaloe Hon
Mike Larson Hon
OPEN PRO
Bob Buffaloe Hon
John Christian
Bruce Irwin

Orofino Scrambles
Orofino, ID
Mar. 27, 1983
By Linda Haag

60
Dale Hardin
David Stephenson
80
Brian Wilkins
Ted Rainville
Mike Miller
100
John Weibert
Mike York
Paul Bough
Craig Cornila
125
Tracy Haag
Joe Deyo
Darren Gill
William Cox
200
Ed Lanphier
Toby Marlard
Derek Mullikin
250
Bob Lathrop
Jon Nelson
OPEN
Brent Richardson
Randy Hasselstrom
Doug Mattson
Jim LaPlante Jr.
Arron Webb

Texas Cross Country
Rocky Ridge
Decatur, TX
Mar. 27, 1983

PRO
David Greenhill Hus
Mike Moore Hon
Marty Layland Hus
Mitch Milson Hus
OPEN EX
Billy Smith Hon
Andrew Cooksey Mai
Dale Kidd Mai
Lonnie Vann Yam
Mike Watkins Yam
250 EX
Dana Wright Yam
Tod Myers Yam
Mike Connell Hus
Ray Grippin Hon
Lennis Faulk Mai
200 EX
Jerry Walker Kaw
Ted Elmore Kaw
Joe Smith Yam
Ken Watkins Kaw
Gerald Flippin Kaw
125 EX
Dean Lane KTM
D.L. Wood Yam
Bobby Thomason Yam
Vic Isom KTM
Philip West Yam
OVER 30 EX
Gene Pannell Yam
Ed Terrell Yam
Danny Goode Hus
Billy Hutson Yam
James Gibbs KTM
OPEN AM
Scott Simpson Yam
Joe Acklin Yam
Doug Hall Hon
Glen Adams Hon
John Blanton Mai
250 AM
Rodney Young Mai
Rick Hillhouse
Pat Riley Hon
David Thompson Yam
Dennis Starkey Yam
200 AM
Danny Catlett
Rod Ransom Kaw
Steve Gillis Hon
Charles A. Bean Yam
John Holquin Kaw
125 AM
Mike Vester Hon
Doug Matheny Yam
Brian Bulla Suz
Steve Parcells Yam
Mike Gilliam Hon
OVER 30 AM
Cliff Alford Hon
Tom Morris
Don Fowler
Ray Harrelson
Danny Goodlett Yam
OVER 38 AM
John Paynter Yam
Ray Anderson KTM
R.W. Abbott Yam
Bill Fleming Mai
Jim Wright
250 INT
Kelly George KTM
Don Pierce KTM
Mike Bruce Jr. Yam
Tom McCrosky Hon
Tom Ehmke Yam
OVER 30 INT
Eddie Gillis Mai
Kerry Foster Suz
Joe Pannell Yam
Chuck Matheny Yam
Les Stults KTM
MINI SR
Darrell Heine Yam
Brent Shaw Yam
Jason Haggard Yam
Michael Davis Yam
Eddie Cutberth Yam
MINI JR
Russ Murphy Yam
Steve Thompson Hon
Chad Clifford Yam
Chip Munn Hon
Peanut Denny Kaw
LADIES POWDER PUFF
Dee Ann Wood Yam
Kathy Boddy Hon
Pat Milliken
BIG BIKE OVERALL
Dana Wright
SMALL BIKE OVERALL
Dean Lane

Lefors Supertrack MX
Lefors, TX
Mar. 27, 1983

TEENY MINI
Dennis Smith Yam
Keith Franks Suz
P.W. Merkerison Yam
MINI MINI
Chad Hubbard Kaw
Jason Arthur Suz
Kevin Martin Suz
80 JR
Doug McLarty Yam
Jamie McDonald Hon
80 SR
Kevin McDonald Hon
James Skinner Suz
Sean Wright Suz
Jimmy Hannon Suz
125 NOV
Doug Youree Kaw
Michael Keating Suz
Mike Jones Yam
Todd Urton Yam
125 INT
Morris Troxell Kaw
Marvin Skinner Suz
David Youree Hon
125 EX
Rick Pettis Kaw
Jay Jones Suz
250 NOV
Steven Franks Suz
Ricky Powell Kaw
Ron Odom KTM
Ted Hutto Suz
250 INT
Marvin Skinner Suz
Morris Troxell Kaw
Kiff Boyer Kaw
250 EX
Rick Pettis Kaw
Joe Skinner Suz
Lance Nabors Kaw
OPEN
Kiff Boyer Kaw
Kurt Kelley Suz
Darrell Dreasher C-A
OPEN EX
Todd Elrod Yam
Tom Johnson Hon
OVER 30
Tracy Womack Suz
Kurt Kelley Suz
Mike Urton Yam
ENDURO
Roy Canard Yam
Curtis Haynes Kaw
Jimmy Keough Suz

Sand Hill Ranch MX
Brentwood, CA
Apr. 3, 1983
By Jeri Hopper

VET JR
Dennis Parker Mai
VET INT
Larry Baker Hon
VET MASTER
Terry Sage Yam
OT JR
Rick Parkinson Suz
OT INT
Johnnie Hall Suz
Max Goode Yam
OT MASTER
Gary Nauman Mai
OPEN PRO
Joey Schlag Hon
Doug McRae Yam
Kelly Barry Hon
OPEN JR
Robert McBroom Hon
Steve Bevilacqua Hon
Brad Berqquist Hon
80 JR
Todd Hicks Yam
Mark Pearce Yam
80 INT
Mike Pascarella Suz
60 JR
Don Piantanida Hon
OPEN INT
Jim Dallera Hon
250 INT
George Hopper Hon
Danny Castro Yam
Edward Gold Kaw
250 PRO
Doug McRae Yam
Brett Cahors Hon
Ed Minton Hon
125 INT
Dan Beale Fil
Darrick Lucchesi Hon
250 JR
Tom Schroer Suz
Dan Slacum Hon
Ron Dotto Hon
125 PRO
Danny Dennis Hon
Ed Minton Hon
Steve Nauman Hon
125 JR
Rich Slacks Hon
Ken Wiseman Yam
Doug Hamilton Yam

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G.P.
Carlsbad Raceway
April 30, May 1
See Calendar For Details

WANT ADS

Help Wanted

Live to ride Ride to live
ROYAL MESSENGERS is looking for neat appearing motorcyclist. Familiar with L.A. area. For delivering letters and small packages. (213) 786-0747. (211/14)

CYCLE MECHANIC
Experienced only. Suzuki — Kawasaki dealer. West Los Angeles, (213) 655-8766. (211/TFN)

Honda Pro-Technican Needed
ONTARIO HONDA is accepting applications. We are looking for career minded individuals to fill openings in service center. Benefits. Call for appointment. Rod (714) 983-0695. (213/14E)

Mechanic Wanted
Experienced mechanic needed in one of the largest KAWASAKI dealer ships. RINCON KAWASAKI has an opening for the right person, year round employment. Company benefits. Contact: Joe in San Bernardino (714) 884-6481. (114/16)

●●Professional Motorcycle Salesman●●
Motorcycle sales experience. Excellent pay and benefits include: Profit sharing, medical and dental. Call Bill McLean at KOLBE HONDA, 7514 Reseda Blvd., Reseda, CA 91335. (213) 345-7616. (206/TFN)

Isn't it time to make a change
Large So. Calif. HONDA dealership has openings for qualified professional, experienced HONDA technician. Excellent pay. Good working condition, uniform, paid vacation & profit sharing. Call (213) 466-7191 ext. 38. (213/14E)

Entry Level Purchasing Assistant
With large after marketing distributor motorcycle parts and accessories. Located S.F. bay area. Write: ROCKY CYCLE, Attn: Tom Schacatano, P.O. Box 1431, Sunnyvale, CA 91086. (213/14)

SALES
Exciting MOTORSPORTS production company based in Laguna Beach is looking for a self starter with general sales experience in the MOTORSPORTS industry. Specific experience/ability with handling dealer groups, distributors, associations, etc. Excellent starting pay & benefits for the right person. Mail resume to: JOHN BRADLEY, 920 Glenneyre, Suite X, Laguna Beach, CA 92651. NO PHONE CALLS PLEASE. (213/14)

MOTORCYCLE MECHANIC
Experienced mechanic with recent shop experience needed for full time employment. Good career opportunity for ambitious, honest individual with the desire to specialize in Moto Guzzi and Ducati motorcycles. Send resumes with references to: WOODS MOTOR SHOP, 525 W. Colorado St., Glendale, CA 91204 or call for interview (213) 956-0698. (214/E)

WHITE BROS. NEEDS HELP
We are looking for person with shipping experience. Good pay, medical, vacation, etc... Contact: Tom White (714) 895-1991. (214)

Yamaha Parts Man
Experience necessary, BELLFLOWER YAMAHA (213) 925-5097. (209/TFN)

Sales Rep's Wanted
Nationally recognized part manufacture producing high quality machined aluminum products for HARLEY-DAVIDSON motorcycles. You must have strong existing dealer routes; aggressive self starters only. Limited positions available. Send resume to: 319 N. Avalon Blvd., Wilmington, CA 90744 or call (213) 326-2204. (113/14)

Wanted Aggressive Independent
FACTORY SALES REPS. Full or part time. To call on dealers in territory not covered by distributors. Nationally known and advertised brand lubricants and additive company. Write: Dept. CN-900, Box 301, Payne, OH 45880. (312/21)

PARTS COUNTER PERSON
with prior experience preferably with HONDA background. Salary negotiable. Send resumes to HONDA/SUZUKI OF POWAY, 14010 Poway Rd., Poway, CA 92064 or call (619) 748-4151. (214)

TIRED OF THE CITY? MAKE A MOVE NOW!
Small Northern California town near lake and mountains. Experienced HONDA mechanic needed. (916) 533-1292. (314/15)

YAMAHA MECHANIC
San Luis Obispo, California journeyman with at least 2 years current YAMAHA experience. Prefer YAMAHA school training. Paid vacations, medical insurance, good working condition. Send hand written resume to: P.O. Box 1203, San Luis Obispo, CA 93406. (214/15/E)

SALES — PHONE
S.F. Valley motorcycle accessories manufacture seeks phone-sales person. With 1+ year experience. Will sell & receive orders from domestic & international dealers. Must have good written & communication skills. Some motorcycle industry experience a must. Benefits include: Paid medical & profit sharing. Apply in person or call Marsha, KERKER, 7900 Deering Ave., Canoga Park, CA 91304. (213) 999-3060. (213)

Parts Inventories For Sale
Bultaco, Carabela, Hodaka, KTM, Penton, Ossa + limited quantities of British & Italian road bike parts and Japanese dirt bike parts. Also manuals, tools, & much more. All new and priced for quick sale. Dealer inquiries invited. Call Jim (213) 973-7295. (314/E)

★Professional Parts Director★ ★We are looking for Mr. Right★
He must be honest! High aptitude for customer relations, have a heavy background as a successful parts manager, willing to work hard. Make us again one of the largest parts department in the Orange County area. We have a pay plan & company benefits for Mr. Right that is very professional. Send informal resume & phone number. You will be contacted in confidence for interview. P.O. Box 498, Dept. W, Long Beach, CA 90801. (214/15)

Experienced Parts, Service & Sales
Wanted. ANAHEIM HONDA/KAWASAKI (714) 778-6700. (213/14)

Sales Reps Wanted
Aggressive M/C distributing company wants hard working sales reps. You must now be selling to M/C shops and want to add to your line. (800) 854-1060 or (619) 747-1058. (205/TFN)

[redacted]

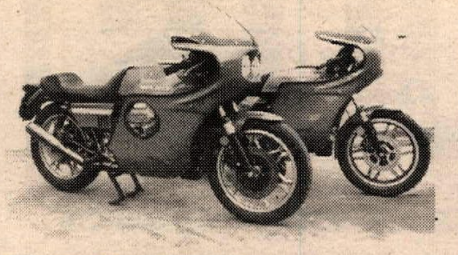
FRANKS XR500
Better than C & J. Very fast, reliable, building new bike. Must sell, $1150. (619) 247-4597. (114/15)

1982 SUZUKI RM 125 Z
Check it out! Super sano S.G. Valley area. $850. JT Pants, size 32, free with bike or $35. Let's talk. (213) 443-6737. (114)

1983 KTM 504 Enduro $2000
1100 miles, A-1 Mikuni, extras, possible trade. Ray (619) 747-3045 or (619) 789-2482 leave message. (114/15)

Wanted TL 250 Honda
(619) 454-0588. (414)

Maico '81 250 with A-Trak
Well maintained, used as play bike, $800. San Diego, (619) 225-8754. (114)

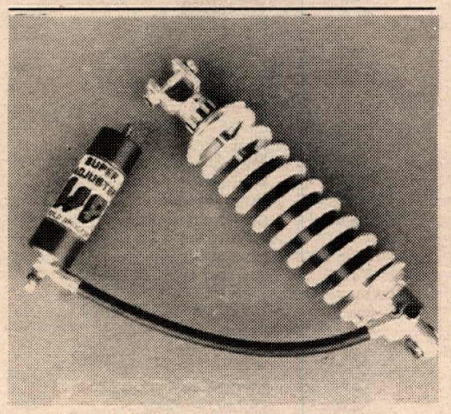


Moto Guzzi Fairings
and other accessories, also for Ducati from ARLETTE — CN, P.O. Box 1656, Cedar Park, TX 78613. (114/E)

'82 RM 125
Excellent condition, R & D barrel and pipe, many extra spare parts, $750 Firm. Call any time, ask for Mike (213) 316-9932. (114/15)

1983 RM 125 Brand New
Must sell due to other financial obligation, $1500. (714) 894-5826. (114/15)

'82 YAMAHA 250J
Bike has been in garage since Feb. '82. Factory support bike has the best of everything like Answer, Sun, Metz, Fox and suspension mods with very fast motor. Extra parts. $950. (213) 651-5666. (114)



Do You Want To Look Fast?, Or Be Fast?
The secrets out! American motocrossers are the fastest and best dressed in the world. Our European friends still have one thing over most American riders. They understand the necessity of proper suspension for their motocross bike. It is as absurd to the serious European motocross rider to run standard suspension as it is for us to race in Levis. And what shock is the runaway choice of most European motocross riders? The WHITE POWER SUPER ADJUSTER. The WHITE POWER shock can and will cut seconds off your lap times with a bonus of less rider fatigue. And WHITE BROS. will guarantee it. For the first two months you own the WHITE POWER, we will modify it-free-as many times as necessary to assure you of having the winning edge. 95% of our WHITE POWER owners have found that our extensive testing and the shocks super adjustability will make it right — the first time. $430.00 is a lot of money, but if that will make your production bike handle as good or sometimes better than the works bike, isn't it worth it? Contact WHITE BROS. for WHITE POWER, 11750 Seaboard Circle, Stanton, CA 90680. (714) 895-1991. (214/E)

1981 Yamaha TZ 125 like new
in looks and performance. Stock, not used in seven months, $650. (714) 871-2712. (114)

150 MPH Right Now
CB900B Superbike 998cc with cams, Carrillo rods and RCB chains. Crank, frame, swingarm to Honda team specs. EPM WM4 & 7 wheels. $4000 firm. (408) 624-8392. (314/17)

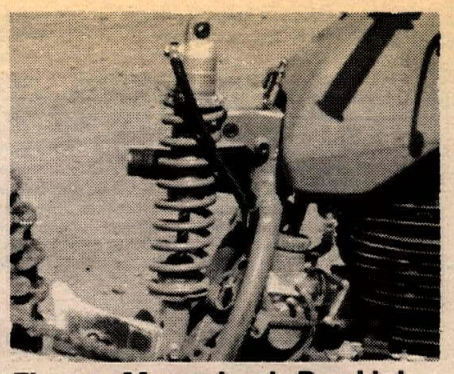
'78 IT 400E
Good condition — one owner. Fork kit front and rear. Boyesen reeds, $500. (714) 792-6996. (314/15)

SILVER JUBILEE
TRIUMPH, excellent condition, only 5000 miles, only 1000 made. $2500 OBO. (213) 316-0593. (114)

360 HUSKY AUTOMATIC E.1 carb., beautiful, custom tank. Must see, $800. (714) 962-6716. (114)

'79 HONDA 500 XL Works Performance shocks, Mikuni — 21 wheel and more, $1095. '78 KAWASAKI KL250 Thumper, runs perfect, make offer. (714) 682-1030. (114)

1982 KAWASAKI KX-80, 10 hrs. on the bike. Asking $595. (619) 582-5091. (114)



Floater-Monoshock-Pro-Link-Unitrak
We specialize in setting up suspension for your riding style. Service any single shock, $24. #2 valving mods., $69.95; #3 valving mods., $129.95. Complete selection of springs, $59-$89. Fork mods. start at $39.95. Shaft & seal repair on most shocks. SCOTTS INC. 2627 Honolulu Ave., Glendale, CA 91020. (213) 248-6747. (214/15)

1983 Suzuki RM80D Pipe
In stock and available from DG Performance. All new RM80D pipe increases top-end and adds more mid-range power. Retails for $89.50. Contact your local dealer or: DG PERFORMANCE SPECIALTIES, INC., 1230 La Loma Circle, Anaheim, CA 92806. (714) 630-5471 (inside California), (800) 854-9134 (outside California). (211/E)

RACERS T-SHIRT #1: S, M, L, XL. $7.95. 3/$21.95. Free catalogs. T-SHIRT COUNTRY, Box 826, Hewitt, NJ 07421. (114)

'82 Suzuki RM 125 Z $825
Box stock, excellent condition, like new. Must sell to buy 250cc. (213) 793-6004. (114)

465 SUZUKI
Clean, extras, $1050. Call Greg after 5 p.m. (213) 345-1784. (114)

California Superbike School
Course fee includes leathers, helmet, boots, gloves and SuperTrapp equipped GPZ Kawasaki. Riding seminar by Keith Code and 40 miles on the track. 1983 SCHOOL LOCATIONS: Texas World Speedway, Road Atlanta, Mid Ohio, Road America, Loudon, Pocono, Sears Point, Brianerd, Laguna Seca, Riverside, Willow Springs and Portland. Dates available. P.O. Box 3743, Manhattan Beach, CA 90266. (213) 484-9323. ADVANCE RESERVATIONS REQUIRED. (213-E/TFN)

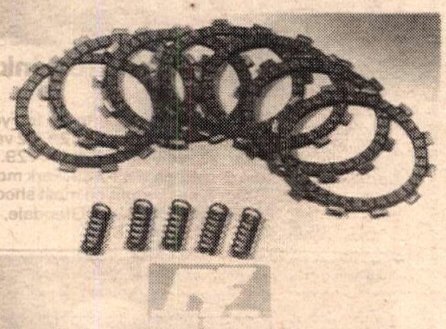
ANY SUNDAY I
Film wanted to borrow, rent or purchase. Help out fellow enthusiasts. Ask for Hobart (415) 934-0530. (114)

'78 KAWASAKI KZ 1000, low mileage, good condition, $1600. (714) 979-3865 after 6 p.m. (314)

1981 HONDA HAWK CB 400T, black, showroom condition, 815 miles, $1400. (714) 842-2741, after 6 p.m. (314)

'82 250 XC HUSKY
Excellent condition, speedometer, many extras, $1000. Countdown Combo, case of Golden Specto Oil, riding gear for sale. (714) 540-8700. (114)

★KTM★KTM★KTM★ Performance Cycle Works
is now So. California's newest KTM dealer. Bikes & parts in stock. Full service for all makes, street and dirt. Complete machine shop service. Full line of the most popular acessories! Check us out at 7948 E. Firestone, Downey. Or call for more info (213) 861-9957. (214/17)



CR, RM, KX & YZ 1983 Clutch Kits
Now in stock at the ROOST FACTORY! Kits come complete with Hi Performance plates and heav duty springs. Motocross Action recommends ou RF clutch kits. If your clutch is slipping then call today! From $44.95-$49.95. Contact: ROOST FACTORY, 1430 W. 259th St., Harbor City, CA. 90710. (213) 530-8401. (214/E)

T T RACES — '83 ISLE OF MAN
15 — day tour, led by former champion & TT rider Lance Weil. Will leave 28-29 May — return 12 June. Spend two weeks seeing the finest stock & production machines in action. All transportation and accommodations provided, deadline April 22. Call today, RICKEY RACER PRODUCTIONS (714) 631-0417. (214/E)

MECHANICS & THE BIKER — An English magazine for the technically oriented enthusiast, 12 monthly magazines, $33. CLASSIC BIKE — Today's magazine on yesterday's motorcycles, 12 monthly magazines, $36. BIKE — A English magazine on modern motorcycles and motorcycling, 12 monthly magazines, $33. SAMPLE COPIES $3 each. MOTORSPORT, 6115 Gravois, St. Louis, MO 63116. (314) 481-7983. (113/W)

Champion Frame
For late model 250 YAMAHA air cooled engine. Brand new, never used. Seat, tank and all frame hardware included. Selling cheap. Call Mark (213) 596-6259 or (213) 493-4830. (114)

1980 Desmo 900 SS
Immaculate condition, 3500 miles, one owner, $2800 FIRM. (602) 971-9595. (114/15)

White Bros. Formula 4 Honda
WHITE BROS., C & J floater framed HONDA 500 4 stroke. Lightweight wheels, alloy swingarm, WHITE Power shock, WHITE BROS. engine. 2nd at '82 4 Stroke National Open Pro class, winner San Diego 4 Stroke Supercross. Totally fresh throughout, $7000 to build, sell for $2500. Call WHITE BROS. (714) 895-1991. (214)

R&D STICKYS Presents
The ultimate bumper stickys, check it out! "I'm a modern day cowboy I ride a dirt bike." Send $1.50 to R&D STICKYS, 2139 Via Alta, Benicia, CA 94510. Get in touch with us and see our full line. (114/17)

'81 CR 250 HONDA
White Power shock, DG pipe, Metzelers, $750. (916) 544-0548. (114)

1982 YAMAHA YZ 490J, excellent condition, many extras, $1200. (213) 374-7502. (113/16)

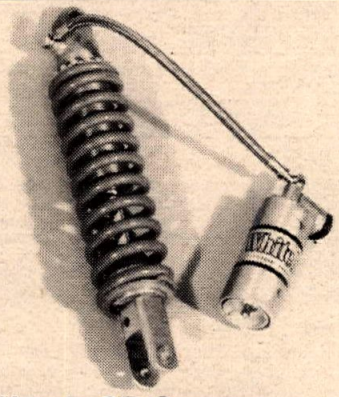
1980 KTM 420
Blown up motor, sell for parts, new rebuilt Ohlins. (213) 843-8540. (114)

Super Deal on Huskies
Make offer. '76 WR250 and '79 OR390 with Ohlins, Fox forks, etc. Both super clean. Forks separate or? Tired senior. (209) 781-1490. (114/15)

1981 KAWASAKI KL250 dual purpose 4-stroke, 4,000 miles. 1982 CAN-AM 250 Qualifier, $700 each. (619) 244-9653. (114/16)

'82 CR 250
Answer Products, Safety Ceet, silencer. Parts matched, Dunlop tires, like new, $1100. Call (213) 363-2608. (114)

1977 RM 370 Suz. Motocrosser
Only ridden 3 times in the last 3 years. Need cash fast, $495 OBO. (213) 699-1106 evenings. (311/14)



'83 Honda CR Owners
WHITE BROS. service, reduce shock harshness, install blow proof stainless hose, and assemble shock air-free for increased fade resistance. Price is $90.00 with stainless hose, $60.00 without. WHITE BROS. also stock a complete selection of WHITE POWER springs for HONDA shocks in all rates ($69.95). WHITE BROS., 11750 Seaboard Circle, Stanton, CA 90680. (714) 895-1991 (214/E)

TNT Glide Racers Special

Reg. $219.95 Sale $139.95
See your dealer or call direct HOT BIKE ENGINEERING (415) 656-8275 or 657-3864. We ship UPS/COD. (114/E)

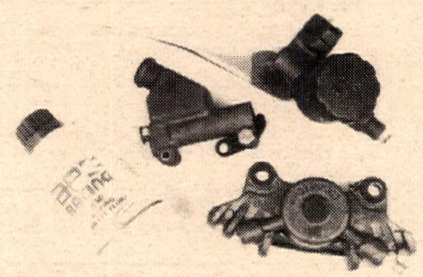
SELL SIZE 7 Hi Point MX boots, 5' 10", 110 lb. Bates leathers, Bultaco pattern. Size 8½ lace boots and Maely shoe. (605) 347-4243 days. (114/E)

BATES ROAD RACE leathers 6'1", 175 lbs., bought new in 1982. $200 firm. (714) 984-6461, after 4 p.m. (714) 622-0085, Jack. (314/15)

TZ125H
Better than new, spares. Jay, (612) 755-9492. (114)

LAVERDAS
500cc MONTJUIC 1000cc JARAMA production road racers, very exotic, placed 1st and 2nd in the 1983 World Of Wheels. Will negotiate. (602) 386-2720. (114/17)

National Short-Tracker Nat. 70
YAMAHA 250, new Boss frame, Harry Lillie built, ridden only 3 Nationals. (503) 476-7384 or 476-1662. (114)



LOCKHEED
THE FINEST BRAKE PRODUCTS at any price. Components and Yamaha TZ systems. Write or phone for our full line LOCKHEED products. BROOKS-SCHAFER RACING, 3900 Foothill Rd., Carrinteria, CA 93013. (805) 684-1734. (213/E/TFN/EOI)

82 Husqvarna 470 CR
Beautiful condition, Pro Circuit moto, Mossbarger reeds, ATK suspension extras, desert tank, skid plate, sprockets. $1600. (714) 898-0749 weekdays. (314)

CRF 125 ROCKET PIPES
Get the holeshot with our 125 "Works" style pipes. Hand formed & Dyno tested to increase mid range and top end power with no loss on bottom end. Out lasts & out horsepowers any stamped pipe on the market. Backed by the only Performance warranty in the industry. Spend less but why not buy the best. 60cc to Open models '78-'83 also available. CROTCH ROCKET FACTORY. Info or COD orders. (805) 683-1426. 8 petal reeds, airboxes, carbs and porting also available. (214/15/E)

1982 HONDA 200XR
Excellent condition, $975 OBO. (714) 371-3449. (314/15)

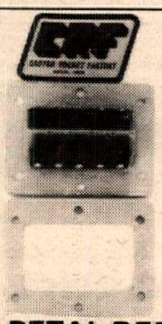
1982 YZ 80J, SHARP! $450. 1980 IT 425 fast, $800. TT 500, new engine, $600. (714) 557-8247 aft. 5 p.m. (314/15)

1982 HUSKY 500
6 speed, skid plate, two tanks, bought new in '83, used for pre-run of S.C.O.R.E. races and Rescue 3. $2375 OBO. (714) 953-9819. (314/15)

'83 Honda CR 480
Outstanding condition, must see to appreciate! $1195. (714) 859-7414. (314)

Shell Framed Yamaha's
Desperate, must sell this week! Pro built 750 & 250. Mulholland, S & W, Bill's Pipe, Barnes, Hurst, Goodyears, wide rims, plus lots of spares. $1,000 each. (619) 727-5220 leave message will call back. (314)

'81 HONDA CR 450
Must sell this week. Very clean, never raced. Trail bike only. $700. (619) 727-5220, leave message with call back. (314)



CRF 10 PETAL REED KIT
Bolt on Hi flow reed for 250 and Open bikes. Flows more air by 30% over stock 8 petal designs. A 1-3 HP gain depending on model. Gaskets, petals and CRF Performance warranty for only $74.50. 10 petal fits, YZ250K, KXZ250/500, RM250/500X-D, '83 Husky, KTM 495. CRF, Box 2084, Goleta, CA 93118. (805) 683-1426. (214/15/E)

WANTED: XL, XR185 rear hub; for sale brand new '81 XR100, $425. (714) 947-1012. (114)

GPZ 550 1981, 8000 MILES, new Dunlop Elites, $2000 OBO. (213) 559-4284. (114/15)

Close Out Special $89.95
Japanese Parts Dist., 2417 E. Main Street, Visalia, CA 93277. Inside Calif. (209) 734-0457. Outside Calif. (800) 344-7466. (114/15/E)

'79 SUZUKI DS100
Bought new in '81, excellent condition, ridden very little, $295. (213) 430-7465. (314)

FLAT TRACKERS
Champion framed Kawasaki 250. Pro quality, $1500. Knight framed Honda 500 engine by EDCO. Best of everything, $2800. 1979 Honda engine, $650. 1976 Suzuki RM 250, $450. (213) 352-8145. (314/15)

83 KTM 504 MX
Hi Flite Safety Ceet, White Bros. pipe, w/carb kit, excellent condition, 900 miles. Must sell, $2400 OBO. (714) 552-4670 eves. (314)

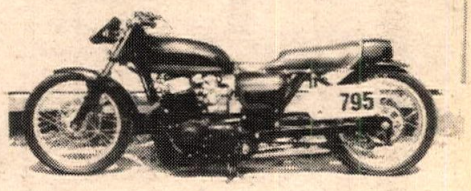
Tour Europe on Motorcycles
Private party departing L.A. July 14, return Aug. 16. Need others. John (714) 960-7460. (314/15)

'81 YZ 465-H with 490 Top End
Spare gas tank, power jet carb., excellent condition, $950. Call Don (213) 592-5002. (314/15)

'83 IT 490 & IT 250
1 month old, excellent condition, extras. (714) 996-3241. (314/15)

Hey Gillespie
Frank if you want an invitation to our wedding, we need your address. Call Jeff Page 114P, (815) 472-4373 after 8. (114)

1983 Honda CB 1100 RD Used
Rare collector's bike. The ultimate 155 MPH + weapon. $9995 min. bid! 10 miles. (213) 329-3002 or (213) 539-0224. (114/17/E)



Dale Walkers SOHC X/A Honda
1162cc MTC ¼" stroker, Manley valves, Megacycle cam, 29mm Mikuni's, RC "Golden Rods" — super combination! Govea fabrication swingarm and wheeliebar. Kosman wheels, widened WM6 rear, fiberglass tank. 9.50@138.2 under National index. Complete, $3500. Motor only $2000. Call anytime (408) 427-3625. (114/16)

Triumph Parts
New, old stock — plus used parts, complete motors — frames — forks — wheels — tanks. Daytona megs. (201) 469-4141. (214/E/TFN)

KAWASAKI 500 TRIPLE, motor, new top end. Make offer. (805) 488-2693. (114)

ULTIMATE FRONT suspension, Simons upside down forks, complete with Yamaha front wheel + axle. Triple clamps for 250-495 KTM pro-lever. Extras! $375 OBO/Trade? (714) 898-9152. (114)

1982 SWM
Answer bars, trick chain tensioner, like new. Days (619) 934-6495, eves. (619) 873-3805. (314/15)

1979 16' PRO TRAC TRAILER, $1500.00. 1980 12' PRO TRACK trailer, $950.00. 1981 Suzuki 465 full floater, $900.00. Ask for Bryan Roloff (415) 689-5735. (314/15)

25 Ft. Southwind Motor Home
1978-110v generator, dash and roof air, M/C racks, air bags. Sleeps 8, perfect for motorcycling family. $16,500. (714) 898-0749 weekdays. (314)

Studio Photography
If you need subjects photographed for press releases, advertising or brochures — we can do it! Machined arts, saddlebags, engine kits, etc. ANYTHING & EVERYTHING. Color & Black & White. Reasonably priced. MIKE KLINGER PHOTOGRAPHY (714) 894-3638. (514-17)

495 KTM
1982 excellent condition. See at PRO-CYCLE, $1400 OBO. (714) 772-8170 or (805) 393-8544. (114)

1973 TRIUMPH HURRICANE TRX750, original tires, beautiful original shape, excellent runner, $2200. (602) 998-9192. (114/15)

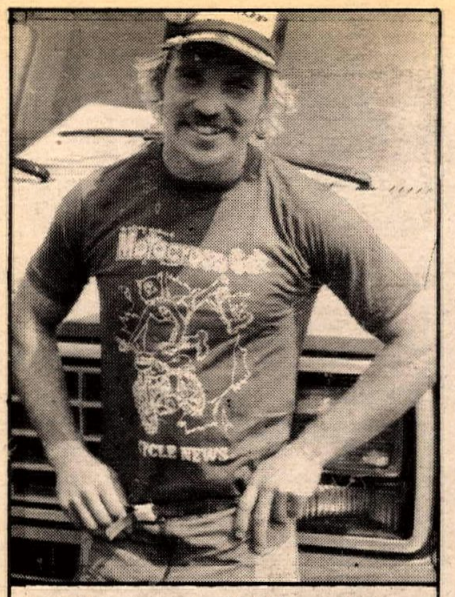
1972 BSA 500MX. BEAUTIFUL detail work throughout from Betor/Mulholland suspension, polished aluminum skid plate, Mated crankcase cover, custom chain tensioner, etc. Two Magura levers. All new. Original MSO $700. Write for details, 6719 E. Malcomb, Paradise Valley, AZ 85253. (114)

Attention Dealers I need two
pairs Scott liners, size 12. COD/UPS OK or call first, I'll get back to you. (602) 869-7129. (114)

* Genuine * Lawson * Replica *
1982 KZ1000R, assembled but never started! $4000 Firm! 1017 Dennstedt Ct. #C, El Cajon, CA 92020. (114/17)

1978 SUZUKI 550cc, excellent condition, low miles, extras, $950. (213) 860-5045. (114/15)

TZ 250F
Excellent condition, complete spares kit, wide wheels, must sell, $2500 or trade for street bike of equal value. (714) 822-8729. (114/16)



Fast Kats wear 'em!

New MX Cat T-Shirts

To order yours, check out the Cycle News product order form on the Dealer Directory Page.

JOHNS CYCLE

DUNLOP MX TIRE SALE

410x18 K138 $41.95
450x18 K138 $44.95
510x18 K138 $48.95
300x21 K139 $39.95

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Fullerton, CA 92632
(714) 879-8611

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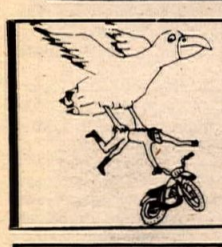

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Shock modifications 1981-83 experience on Ohlins and Corte Cosso in rebuilding and modification. Ohlins springs available at 8.1, 8.3, 8.5 by weight of riders. New RG fork springs available without air. Carburetor modification for 250's, 490's unbelievable increase of horsepower and more response PRO on all Maicos. Open 9-6 p.m., call 1-6 p.m. (213) 782-5857. (212/14/E)

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NOT REALLY, just Kenny Roberts' chassis for TT 500 with Airhart front brake assembly, Grimeca rear brake assembly, S & W rear shocks, Ceriani front end, glass, Barnes, good rubber. Some extras. Call for details: SHAFTER YAMAHA, (805) 746-2433 or (805) 589-4313. (113/15)

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2 '82 420's Automatics; 1 '82 430 WR; 1 '82½ 500 MX new. Days (619) 934-6495, eves. (619) 873-3805. (313/14)

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New Boss, $850. Viper, better than new, $600. Can deliver to mid-west races. Neil Winston (612) 645-8443 Minnesota. (313/14E)

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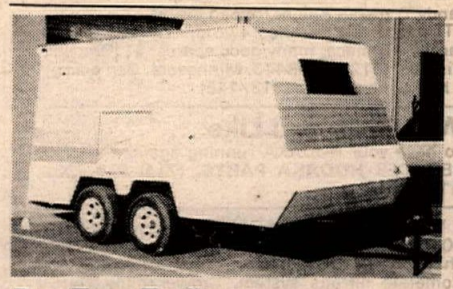
New condition, hardly ridden, $1600. '83 HONDA ATC 185, excellent condition, must sell, $1000. '83 HONDA ATC 70, excellent condition, must sell, $600. (213) 530-5150. (113/14)



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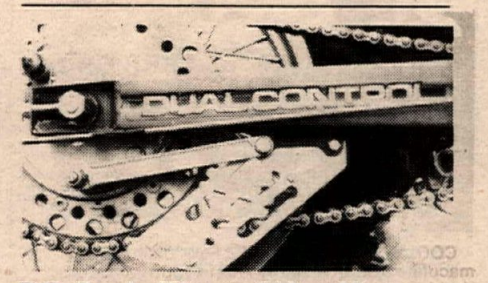

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Please fill in your complete account number and expiration date

The issuer of the card identified on this item is authorized to pay the amount shown as TOTAL upon proper presentation. I promise to pay such total together with any other charges due thereon subject to and accordance with the agreement governing the use of such card.

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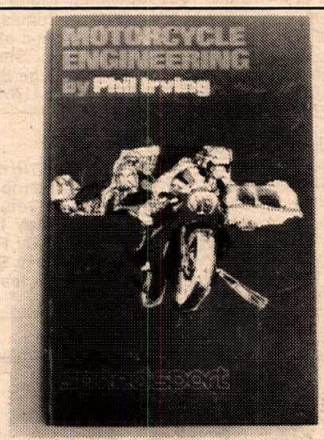

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TZ250R Model with 374cc RD based motor. RD400 trans TZ750 cages, reeds, intakes 34mm smooth-bore Mikunis, slotted rods, RD400 heads, Femsa C.D.I., 4 & 5 rims can be converted to street. VERY FAST! $2600 OBO. Or trade for big bore street bike. Paul (714) 529-7939, 974-2581. (112/14)

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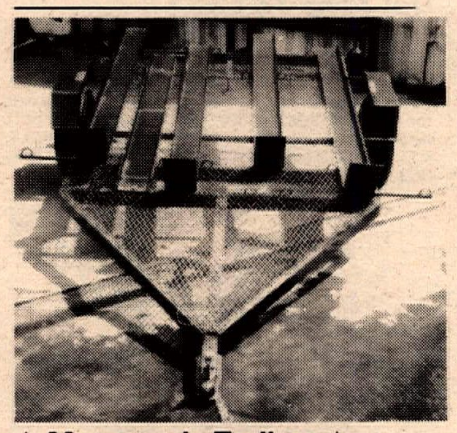

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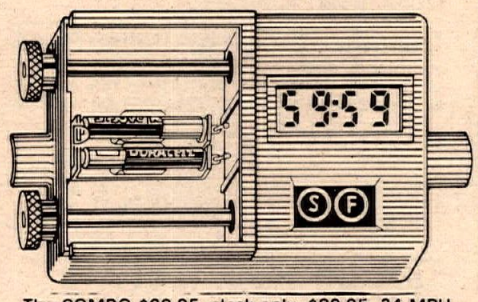
One is stock, $1000. Other one has everything, $1100 OBO on either. (805) 649-3293. Both are in great condition! (113/14)



The COMBO $99.95, clock only, $89.95, 24 MPH Pacer, $129.95, Rollchart holder, $19.95, Econo clock, $49.95. Leather timecard holder, $14.95. Shipping included. COUNTDOWN (213) 348-8381. (205E/ALT pix/EOI/TFN)

NATIONAL TRAVEL'N mechanic for motocross racer wanted. Contact Ray or Dan Conway (713) 448-9204 or mail: P.O. Box 38333, Houston, TX 77088. (313/14)

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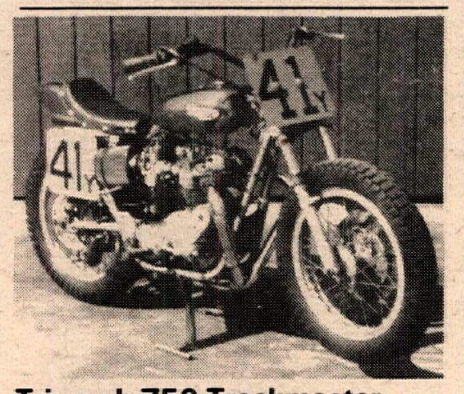

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ARD-mag, Ceriani, S & W's, Barnes wheels, dual discs, Dellorto pumpers, Ex-factory racer, $1500. (916) 933-1132. (113/14)

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Solid state, sealed in epoxy, easy to install, fully guaranteed, for all direct lighting bikes and mopeds. 6 & 12 volt. HENTER ENGINEERING, INC., 1372 49th Ave., NE, St. Petersburg, FL 33703. (813) 522-5858. (112/15)

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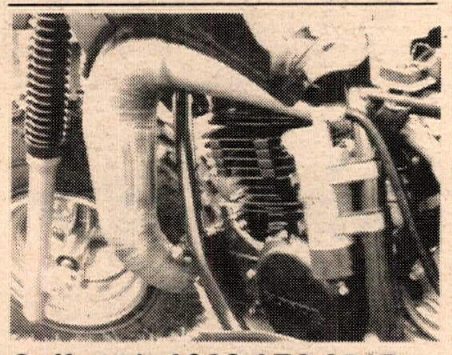
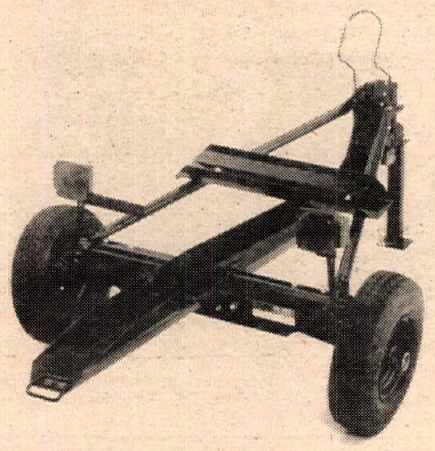


Coffman's 1983 ATC 250R Pipe

COFFMAN'S hand coned pipe creates an extremely smooth and powerful powerband on your '83 THREE-WHEELER! This high performance pipe is guaranteed for quality and performance. Also includes an aluminum silencer. Call or write now at 15182-A Bolsa Chica Rd., Huntington Beach, CA 92649. (714) 897-2209. (213/14/E)



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A new 1982 Husqvarna 250 XC plus a Husky Products 4 gallon plastic gas tank with 1983 graphics. The ultimate off-road mean machine. **$1,895.00***

These and other select specials on new Husqvarna's are available now, but only while they last. All complete with Husqvarna's written warranty. All supported by knowledgeable dealers who care.

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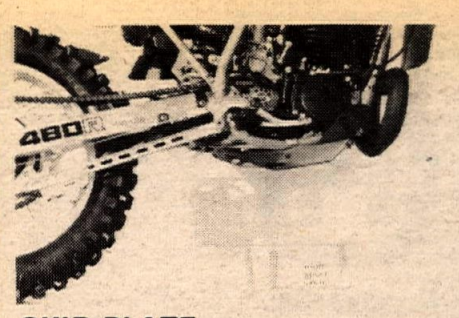

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Custom fit, easy to install. Anodized blue, gold or silver to match bike color, super strong 5052 aluminum, $39.95. Models available for Yamaha, Honda, KTM, Husky, Maico. UTAH SPORT CYCLE, 189 E 3900 South, Salt Lake City, UT 84107. (801) 262-7453. (213/E/TNF)

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Cassette tape program teaches you how to relax and inspires you to win. $8.95. "WIN," 4618 Panorama Drive, Huntsville, AL 35801. (113/17)

1976 850 LeMans
Excellent condition, one owner, 10K, CR gearbox, race cam, factory competition exhaust, EPM mag wheels, Noseda rearsets, Phantoms, special 40mm Dellortos w/pumpers, some spares & tools. Must sell. Call Pete at (212) 499-4416. (213/15)

1977 XLCR Harley-Davidson
1000cc cafe racer, 9000 miles, all stock. (319) 338-7051. (313/14)

Vintage Bike Tires
Norton Manx, Matchless, AJS, BMWs, etc. etc. Brand new Dunlop road racing tires have been made for D.E. Machina by Dunlop U.K. 19" KR-73s. LR-76s and 18" KR-124s. Contact D.E. MACHINA, LTD., 441 11th Street, Brooklyn, NY 11215. (212) 499-4416. (213/TFN/E)

Seeley 650, Manx Road Racer MK4
Chassis & gearbox complete minus motor. Less than 500 miles. Never dumped. Will also fit Norton Twins. Best reasonable offer. MV Agusta 750S America, excellent condition, with extras, $5,950 or BO. New Ceriani 35mm road race forks, $350 or BO. Wanted H-D Sprint 250 or 350 road racer, will consider possible trade. Leave message, (617) 275-6076. (313/14W)

TZ250G Absolutely Flawless
Complete spares kit! EPMs, Accel, Taylor. Never down. Six races, like new. $3,500. Steve, Iowa, weekdays (319) 234-6691; eves. (319) 233-5322. (113/14W)

Sacrifice 1971 BMW R60 5
Excellent running condition, newly rebuilt motor. Disc front brake, must sell. (714) 495-6187. (313/16)

'82 YZ 125 J
Very dependable, stock, comes with all my gear, leathers, Esprit boots. New style Moto 3, jerseys, etc...Kerry (213) 529-7101 after 5 p.m. $900. (313/14)

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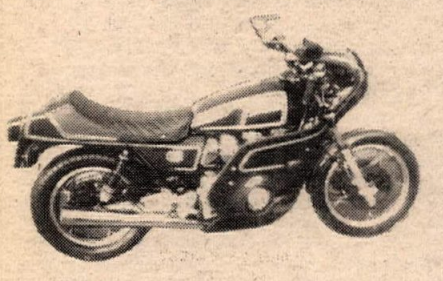
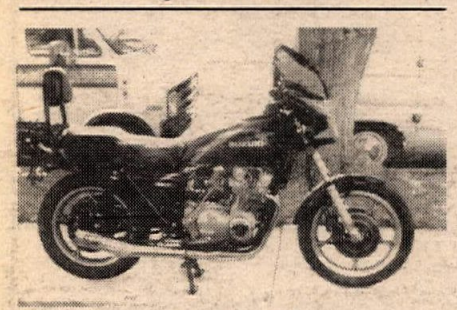
Purchased brand new, never ridden, needs to be completed. Stock engine, no changes, still assembled. Extras include: RC swingarm, polished Marzocchi forks, Akront wheels with aluminum spooled hubs, Brembo brakes + more. Absolutely nothing butchered, stock components also available. A bargain at $2900 or trade? (213) 326-7187 or 530-1284. (113/14)

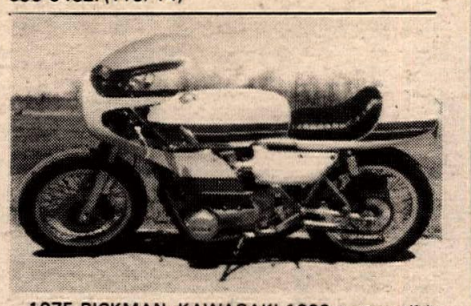


Racing is not only only business
Street fairings for RD-400 YAMAHA, GS 1100 SUZUKI, CB 1100R, KAWASAKI GPZ and most street bikes. Also seats, aluminum gas tanks (include BMW) and rear sets. Custom color matching available. Contact: RICKEY RACER PRODUCTIONS, 755 W. 17th St., Costa Mesa, CA 92627, (714) 631-0417. Full catalog available $2.00. (214/E/TFN)

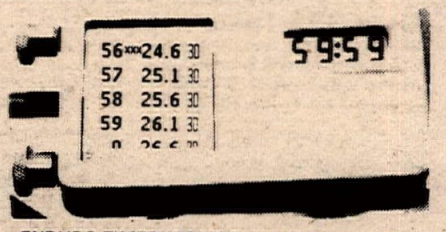


1978 Suzuki GS 750E
Shoei, Barnett, Mulholland, forkbrace, Yoshimura 850 kit, Electronic ignition, high volt coils, plus much more, over $1300 in accessories alone. Must see to appreciate, $1300. (213) 997-6072 eves. (314/15)

1983 Honda Interceptor VF750F
European model, red, white & blue, turbo, gold wheels, more horsepower than U.S. models. (617) 696-5482. (113/14)



1975 RICKMAN, KAWASAKI 1000 motor, all it needs is a rider! $2900. Call Sam at KAWASAKI OF PHOENIX (602) 957-6473. (112/15)



ENDURO TIMER/COMBO $89. Dealer inquiries invited. Send $2.00 for 1982 catalog. CLAIRMONT CYCLE SUPPLY, 4461 Clairmont Mesa Blvd., San Diego, CA 92117. (714) 272-1162. (203/TFN/E)

Dunlop Metzeler lowest prices
Also IRC Cheng Shin, Trellborg, large selection dirt and street. Fast delivery. ZOAR ENTERPRISES (213) 716-6384. (113/14)

TZ Sale 250G, 750E
Fresh motors, new cylinders, Bratton cranks, lots of spares. 250, never down, $2,850; 750, $6,000; Daytona fueler, $1,000. (715) 664-8873. (313/15W)

1977 Harley XLCR Cafe Racer
Factory original, showroom new, 3500 miles. (919) 784-4792. (113/14)

Very clean '81 490 Maico
Perfect condition, Fox factory Shoxs, Wheelsmith pipe, porting, fork and clutch mods. $1150. Two rail trailer, $200. (714) 780-9393. (313/14)

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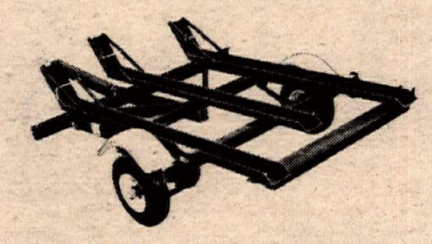

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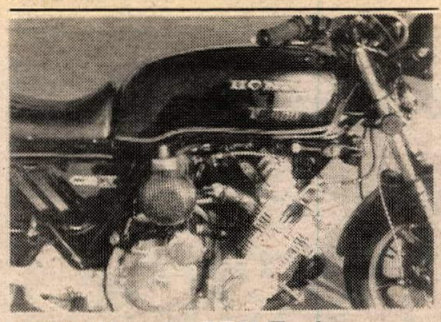

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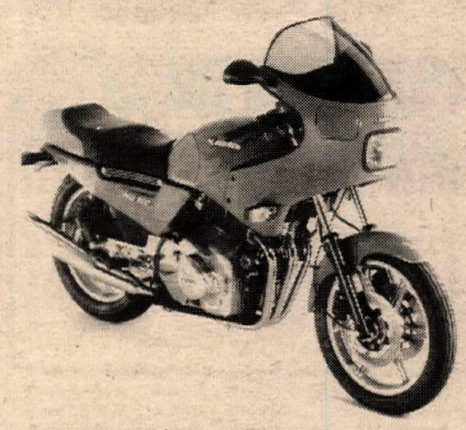

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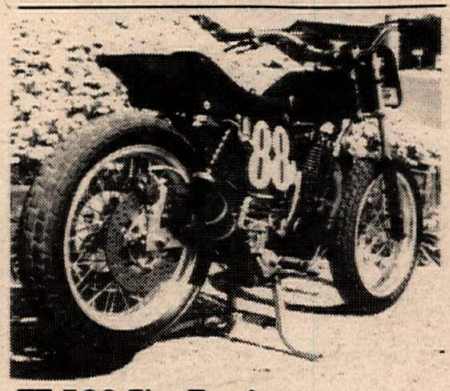

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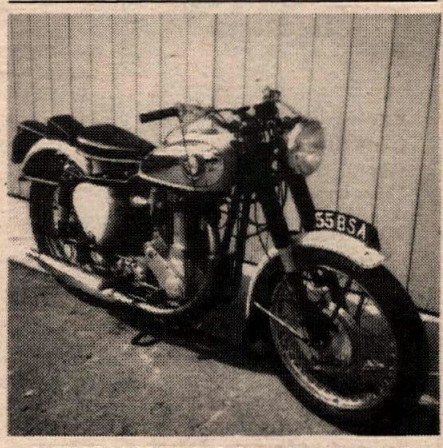

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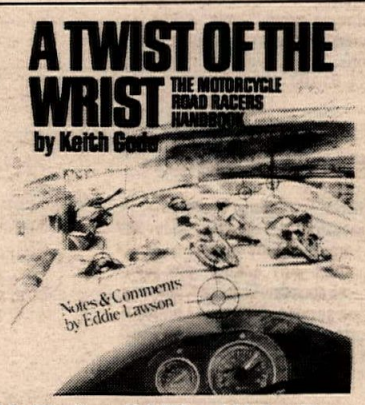

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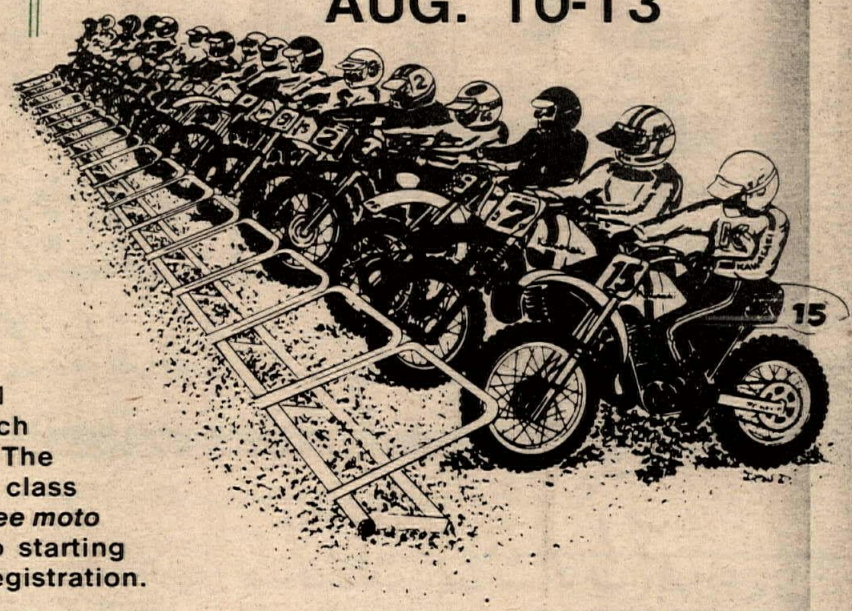

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12. ☐ 51cc Automatic (4-8)
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15. ☐ 85cc Stock (7-11)
16. ☐ 85cc Mod. (7-11)
17. ☐ 85cc Stock (12-13)
18. ☐ 85cc Mod. (12-13)
19. ☐ 85 Stock (14-15)
20. ☐ 85 Mod. (14-15)
21. ☐ 100cc (12-15)
22. ☐ 125cc Stock (12-15)
23. ☐ 125cc Mod. (12-15)
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25. ☐ SR - 30 YR (101cc-Open)

All District Amateur *A* or *Expert* Riders must ride *A*. 1982 AMA and NMA National riders who placed in the top 10 of *B* or *Intermediate* Amateur classes must ride *A*. The top 10 of 100cc & 125cc *A*/Schoolboy classes must ride *A* if moving to the Amateur Division. All other Youth or Schoolboy riders moving to Amateur may ride *B*.

Amateur. It's a great word because that's what most of us are. We ride motorcycles, even race them, for the pure sport. Kawasaki understands this. That's why we build them the way we do. We know that when you give it your best, your machine delivers that extra performance edge, and you win—there's a special feeling few others will ever know.

THESE ARE THE GOOD TIMES

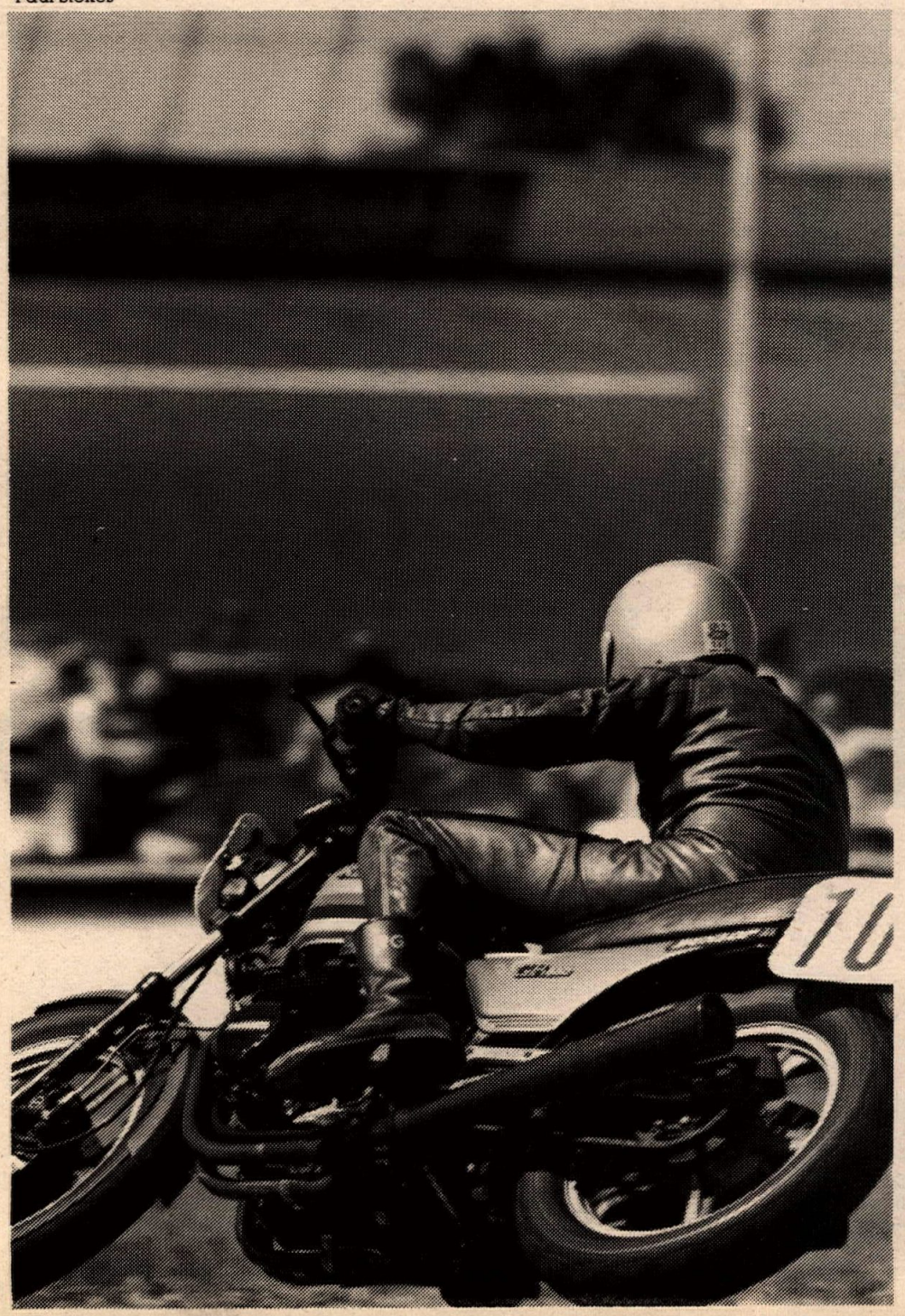
OUR DAYTONA WINN
HOTTEST HIGH-PE
IN THE WORLD. KAW

Daytona has its own magic. It lures the true fans, and the crazies. It delivers a high-speed ballet, and knee-scraping infield duels. And it brings out the hardware. Boy, does it ever! Mega-dollar, one-of-a-kind factory racing exotica with more trick metal than a moonshot, and about the same chance of making the production line. Neat stuff to watch. But impossible to own.

Yet there's a lot more going on at Daytona than just Sunday's 200-miler. Like amateur roadraces during the week. Real people, on real motorcycle giving it their all. No blind curves. No speed limits. And no motorhomes coming the other way. There magic involved here, too. Talented amateurs on production machines—all testing each other to se who's best. And in five of the biggest classes, the answer was Kawasaki riders and their GPz's.

It's easy to understand why when you take a lo at a new GPz in a Kawasaki showroom. Simple, ef cient, DOHC, two-valve engines. Adjustable Uni-Tr

Paul Stokes



Michael Pannullo

ERS CAME FROM THE FORMANCE SHOPS ASAKI SHOWROOMS.

uspension. Powerful disc brakes. Aerodynamic
nini-fairings. Enough cornering clearance to make
nost riders bug-eyed. And the power, acceleration
nd bulletproof reliability that only comes from
awasaki know-how.

So visit the hottest high-performance shop in the
world—your nearby Kawasaki dealer. And put your-
elf on a new GPz. You won't have to go to Daytona
o experience the Good Times. A new GPz can turn
ny piece of pavement into magic.

PRODUCTION CLASS 3
First, Second, Third
Winner: Paul Stokes
(GPz550)

PRODUCTION CLASS 4
First, Second
Winner: Michael Pannullo
(GPz750)

MODIFIED PROD. CLASS 3
First, Second, Third
Winner: Dale Blitch
(GPz550)

MODIFIED PROD. CLASS 4
First, Second
Winner: Michael Pannullo
(GPz750)

GRAND PRIX CLASS 3
First
Winner: James Pennington
(GPz750)

Kawasaki
Let the good times roll.

Kawasaki believes in riding safely. Check local laws before you ride. Member AMA and MSF

ale Blitch

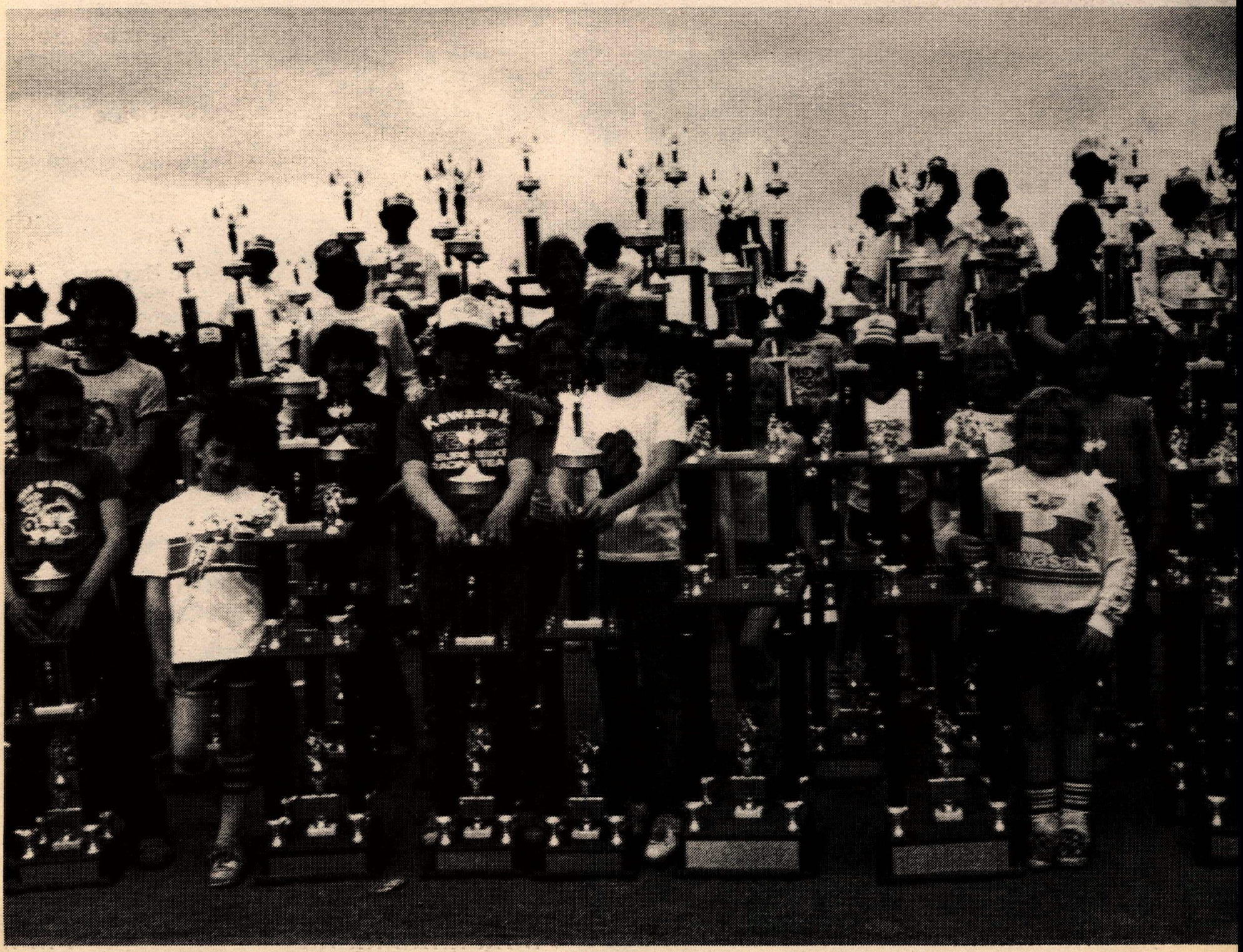
James Pennington

WHEN TEAM GRE
EVEN THE TEXANS

It takes a lot to impress Texans. Especially in Texas. But that's just what Kawasaki's Team Green did at the 1983 Grand National Championship, promoted by GNC.

Held in Lake Whitney just south of Dallas, this event is the second-largest amateur race in the country. Over 1170 riders showed up for three days of head-to-head racing. And when it was over, the heads that were held the highest belonged to the boys in green. Kawasaki riders accounted for just 32% of the entries, but they won 12 of 18 classes entered for a whopping 67% win ratio. The nearest competitor only won 25% of its classes.

Backed by Team Green's Support Crew, Kawasaki riders took the top three places in each 60cc class, the top five



EN WINS THIS BIG, ARE IMPRESSED.

positions in every 80cc class (except for one in which we only got the top four), and a full 50% of the wins in the 125, 250 and Open classes. Now that's what we call a Good Time.

When amateur riders on production Kawasakis win this big, you know who builds the best motocrossers in the world.

And you don't have to be from Texas to be impressed with that.

Mini Mini Jr. 60cc
First
Second
Third
Fourth
Sixth
Seventh
Eighth

Mini Stock 80cc 7-11
First
Second
Third
Fourth
Sixth
Seventh
Eighth

Minibike 105cc
First
Second
Third
Fourth
Fifth
Seventh
Eighth

Minibike Jr. 80cc
First
Second
Third
Fourth
Fifth
Sixth

Mini Mini Sr. 60cc
First
Second
Third
Sixth
Seventh
Eighth

Mini Stock 80cc 12-15
First
Second
Third
Fourth
Fifth
Sixth
Seventh
Eighth

Minibike Sr.
First
Second
Third
Fourth
Fifth
Seventh
Eighth

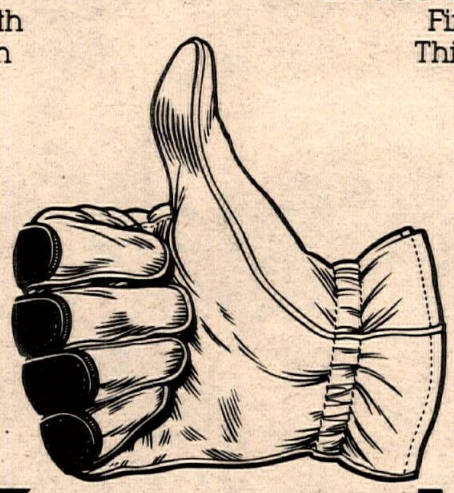
125cc Intermediate
First
Sixth

125 Novice
First
Third
Fourth
Fifth
Sixth
Eighth

250cc Expert
First
Eighth

Open Intermediate
First
Fifth

250cc Novice
First
Third



Kawasaki Team Green

Let the good times roll.

Kawasaki believes in riding safely. Check local laws before you ride. Member AMA and MSF.

TEAM GREEN GOES V
SHAKES, RATTLES AN

VEST. GOLDEN STATE ND ROLLS.

California is known for its earthquakes. But that also means it's got some of the roughest, most uneven terrain in the world. Perfect for motocross. And ideal for Team Green and Kawasaki's new KX60 and KX80 motocrossers.

Winter rains turned nearly every one of the 7 tracks in the Golden State Series into a mudbath. But a determined pack of Kawasaki riders showed everyone what they and their machines were made of by taking overall GSS victories in 9 out of 12 amateur minicycle classes. That's a win ratio of 75%!

Track conditions kept the Team Green Support Crews busy, since they not only provide assistance to all Kawasaki riders, but also to the guys on those yellow and red bikes who find themselves broken down and blue. But that's Team Green's job—to help everyone who races. Even if somedays it means we only win 75% of the races instead of all of them. And with the super power, light weight and Uni-Trak™ handling of the new KX60 and liquid-cooled KX80, that 100% day doesn't seem very far away.

Meanwhile we're gonna' keep shaking and rattling the competition. And rolling on to more wins and more Good Times.

60cc 0-8
First
Second
Fourth

60cc Jr. 9-11
First
Second

60cc Int. 9-11
First
Second
Third
Fifth

80cc Int. Stock 9-11
First
Third

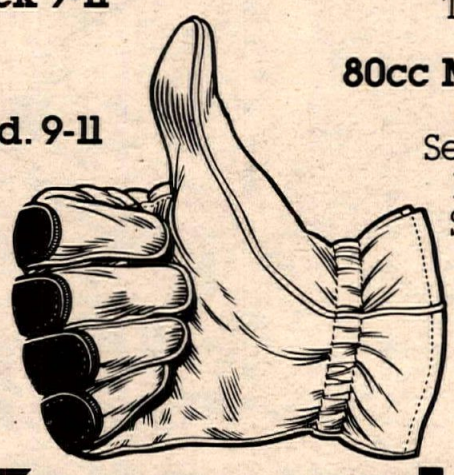
80cc Int. Mod. 9-11
First
Fourth

80cc Jr. Stock 12-16
First
Second
Third

80cc Jr. Mod. 12-16
First
Second
Third
Fourth
Fifth

80cc Int. Stock 12-16
First
Second
Third

80cc Mod. 12-16
First
Second
Fifth
Sixth



Kawasaki Team Green

Let the good times roll.

Kawasaki believes in riding safely. Check local laws before you ride. Member AMA and MSF.

A WARD WINNING.

When you're preparing for the Supercross and National MX Championships, you can't find any tougher competiton than the Golden State Series. All the national stars are there. Trying to show the others that they're the ones to beat this year. And that's just what Kawasaki's Jeff Ward did in winning the 125 class.

Jeff's domination of the top 125 professionals in the country was hard earned and well deserved. But factory riders like Ward, Kent Howerton and Billy Liles are doing a lot more when they're on the track than just racing for the glory. They're testing new Kawasaki technology and innovations under the most demanding and competitive circumstances possible. And it's that constant testing and improvement that helps us produce great machines like the new, 1983 Kawasaki KX motocrossers. Machines that are sweeping amateur motocross like no one ever thought possible. At the Grand National Championships in Lake Whitney. At the Golden State Amateur Series in California. And at your local track. Because if there's one thing that Jeff Ward's win proves it's that Kawasaki doesn't just build motocrossers to win, we build them to dominate.

Before the next starting gate drops, get yourself on a new KX60, KX80, KX125, KX250 or KX500. They're at your Kawasaki dealer, ready to help you win some awards of your own. And discover what the Good Times are all about.

Saddleback
3rd/2nd • 2nd Overall

Sunrise Cycle Park
2nd/2nd • 2nd Overall

Lake Madera
2nd/1st • 1st Overall

Huron
1st/1st • 1st Overall

Sandhill Ranch
1st/2nd • 2nd Overall

Hollister Hills
1st/1st • 1st Overall

Saddleback
1st/1st • 1st Overall

8 Firsts • 5 Seconds • 1 Third
4 1sts Overall • 3 2nds Overall • NO DNFs

Kawasaki

Let the good times roll.

Kawasaki believes in riding safely. Check local laws before you ride. Member AMA and MSF.

Rick Johnson shows the awesome height required to leap over the uphill jump. Only a few jumped it in both motos.

AMA/Wrangler Super Series: Round 9

Saddleback sees flying Ws and insults; O'Mara, Hannah, Glover win

By Karel Kramer
Photos by Lori Tyson and Kramer

ORANGE, CA, APR. 10

Bob "Hurricane II" Hannah flew his works Honda to an indomitable lead in each moto of the Coors/Saddleback round of the Wrangler Super Series while teammate Johnny O'Mara and Yamaha's four-time National champ Broc Glover took the 125 and 500cc classes, respectively, with 1-2 moto finishes. Kawasaki's Jeff Ward and Kent Howerton were runners-up in their respective classes, one thankfully and the other reluctantly. Yamaha's Rick Johnson was the rider to hold the flying tropical storm in sight the longest and rode well, but he was displeased also, calling the event a bad weekend.

Honda teamster Phil Larson and Yamaha's 125cc hope Ron Lechien put in fine rides for third on a demanding Saddleback International track. David Bailey put his Honda into third in the 250cc class.

Saddleback had earthmoving equipment at work for weeks to restore the park ravaged by recent destructive rains, only to open the gates under a threat of 60% precipitation possibilities. Fortunately for all, the weather only threatened until the races were over. The track featured multiple double jumps, and for the first time riders were leaping the second terrace of the monster Saddleback uphill. Kawasaki's Billy Liles was reportedly the first rider to go over cleanly, and he said that a 250cc machine required wide open fourth gear approaches to make the flight.

During the 500cc class the FAA was on hand to moniter activity, but only Ward came close in the tiddler class.

Team manager grimaces and tensions were the order of the day after the first 500cc moto. Reknown showman Danny "Magoo" Chandler was disqualified for riding backwards on the course and fellow team and class member Todd "Goat" Breker was disqualified for outside assistance. Breker had a thrown chain, so the point was a technicality in his case, but Chandler had a second for the moto.

Feelings on the matter were understandably negative in the Honda camp. Breker voiced his disappointment by saying, "I'm pretty upset about Yamaha pulling those games. I don't think racing should get into that. I may have deserved it, but not Danny (Chandler). For Kenny Clark to do that I don't think was right."

American Motorcyclist Association referee Butch Lee felt the decisions were cut and dried calls. He said that although many riders were having trouble with the triple-tiered hill section, only Chandler had ridden all the way to the bottom and almost to the previous turn. Other reports varied, but Lee claimed to see it. He wryly commented that being a starter was a better job, because he could put his stuff in a bag and go home.

Yamaha felt justified also. "I got disqualified at Anaheim Stadium," was Glover's comment, "Barnett got disqualified during one of the Trans-USA series. If they don't disqualify Chandler it will be like the fine situation at Daytona. They fined O'Mara and Ward $100 and everyone else $500. They can't do that. I was ahead of it, but if he did ride backwards in a situation where he could of gone forward, that's his fault, not ours. You have to use your head out there all the time." Hannah's bottom line was, "They can play like that, we're going to give them a beating anyway."

On a different note, Suzuki's Mark Barnett had an uncharacteristically poor day at fourth overall in the 125cc class. Since Supercross points and National points go toward the overall Wrangler series winner, Hannah moves a little closer and safer to the title.

500cc National

Breker grabbed the advantage as the opening salvo was fired for the big artillery, but Chandler and Glover slipped past on the opening lap. That left Golden State Series champ Breker with third ahead of Larson, Howerton, Maico West-supported Mickey Dymond, Husqvarna rider Phillip Oveland, "Unknown Jerome" Heiberger and Team Tamm's Mike Shoemaker.

Suzuki's Alan King was not in the top 10 on the opening loop but he pushed Shoemaker past Oveland for eighth on the second lap. Glover led the second lap after Chandler bobbled in the uphill section towards the infamous "Banzai Hill."

The shuffle had Breker and then Chandler following Glover. King picked off Dymond on the next go-'round for sixth. The top seven remained the same until lap seven when King put Howerton behind him. Yamaha-mounted Warren Reid moved past Dymond on the same loop, but Reid apparently ran into troubles later, finishing 26th.

By the next to the last lap, Breker could feel his rear wheel bearing going. The wobbling that ensued threw the chain. He was assisted in his push to the mechanic's area and was disqualified. Yamaha Support rider Tim Locey and Honda Support rider Steve Martin had also moved into the top 10.

Chandler had suffered one minor fall already, but on the last lap he looped out on the uphill. Reports were not clear on whether his machine stopped on the flat or on the hill itself. Whichever was the case, he rode down the hill to start the bike and was disqualified. That made the final order Glover, King, Larson, Howerton, Shoemaker, Locey, Heiberger, Martin, Dymond and Honda-mounted Don Griewe.

Howerton's luminous green Prestone pumper pulled everyone to the first turn of the second moto by 50 feet, but Chandler led the charge downward with Breker third. Howerton said after the race, "I needed the holeshot. I have the flu so I don't

(Continued to page 19)

FOR THE PAST THREE MONTHS, CALIFORNIA HAS BEEN AT THE MERCY OF FLOODS, MUDSLIDES, TORNADOES, BLACKOUTS, EARTHQUAKES,